

CONSTRUCTION PLANS FOR CENTRAL ILLINOIS REGIONAL AIRPORT

BLOOMINGTON-NORMAL AIRPORT AUTHORITY
BLOOMINGTON, ILLINOIS

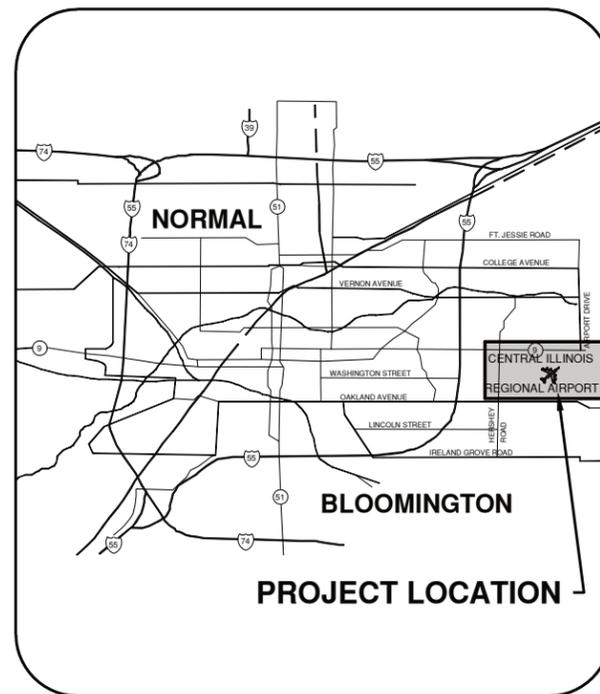
IL. PROJ. NO. BMI-4450
AIP PROJ. NO. 3-17-0006-XX

SUMMARY OF QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
AR150510	ENGINEER'S FIELD OFFICE	LS	1
AR150520	MOBILIZATION	LS	1
AR201661	CLEAN & SEAL BITUMINOUS CRACKS	LF	100,725
AR605540	CLEAN & SEAL JOINTS	LF	217,700
AR605542	CLEAN & SEAL EXPANSION JOINTS	LF	2,355
AR608510	EXISTING ASPHALT SURFACE TREATMENT	SY	60,875
AR620520	PAVEMENT MARKING - WATERBORNE	SF	29,650
AR620525	PAVEMENT MARKING - BLACK BORDER	SF	3,025
AR800230	RESEAL ELECTRICAL KERF	EA	54

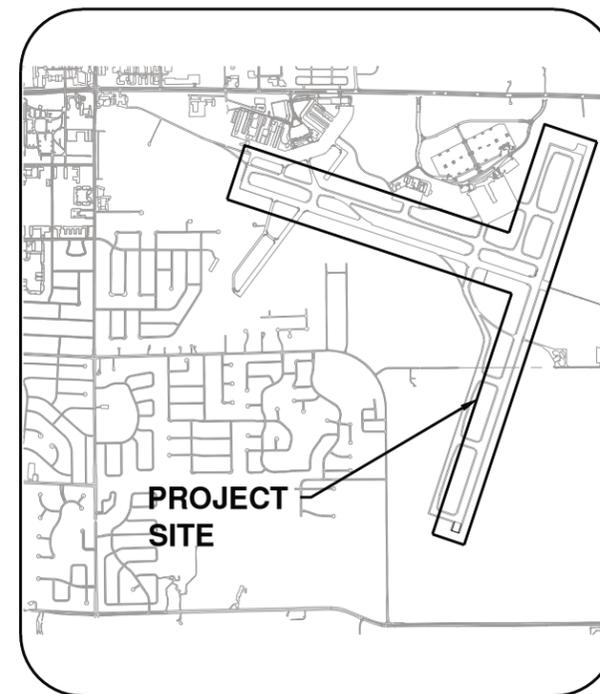
SHEET LIST TABLE	
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AIRFIELD PAVEMENT REHABILITATION OF RUNWAYS 2/20 & 11/29

JUNE 10, 2016



LOCATION MAP



SITE PLAN

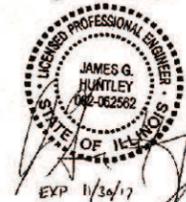
811 Know what's below. Call before you dig.
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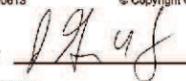
THE LOCATION, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ON THE PLANS IS NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES OF HIS OPERATIONAL PLANS AND SHALL OBTAIN FROM THE RESPECTIVE UTILITY COMPANIES DETAILED INFORMATION AND ASSISTANCE RELATIVE TO THE LOCATION OF THEIR FACILITIES AND THE WORKING SCHEDULE OF THE COMPANIES FOR REMOVAL OR ADJUSTMENT WHERE REQUIRED. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY OF JURISDICTION. THE ENGINEER SHALL ALSO BE IMMEDIATELY NOTIFIED. ANY SUCH MAINS AND SERVICES SHALL BE RESTORED TO SERVICE AT ONCE AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.

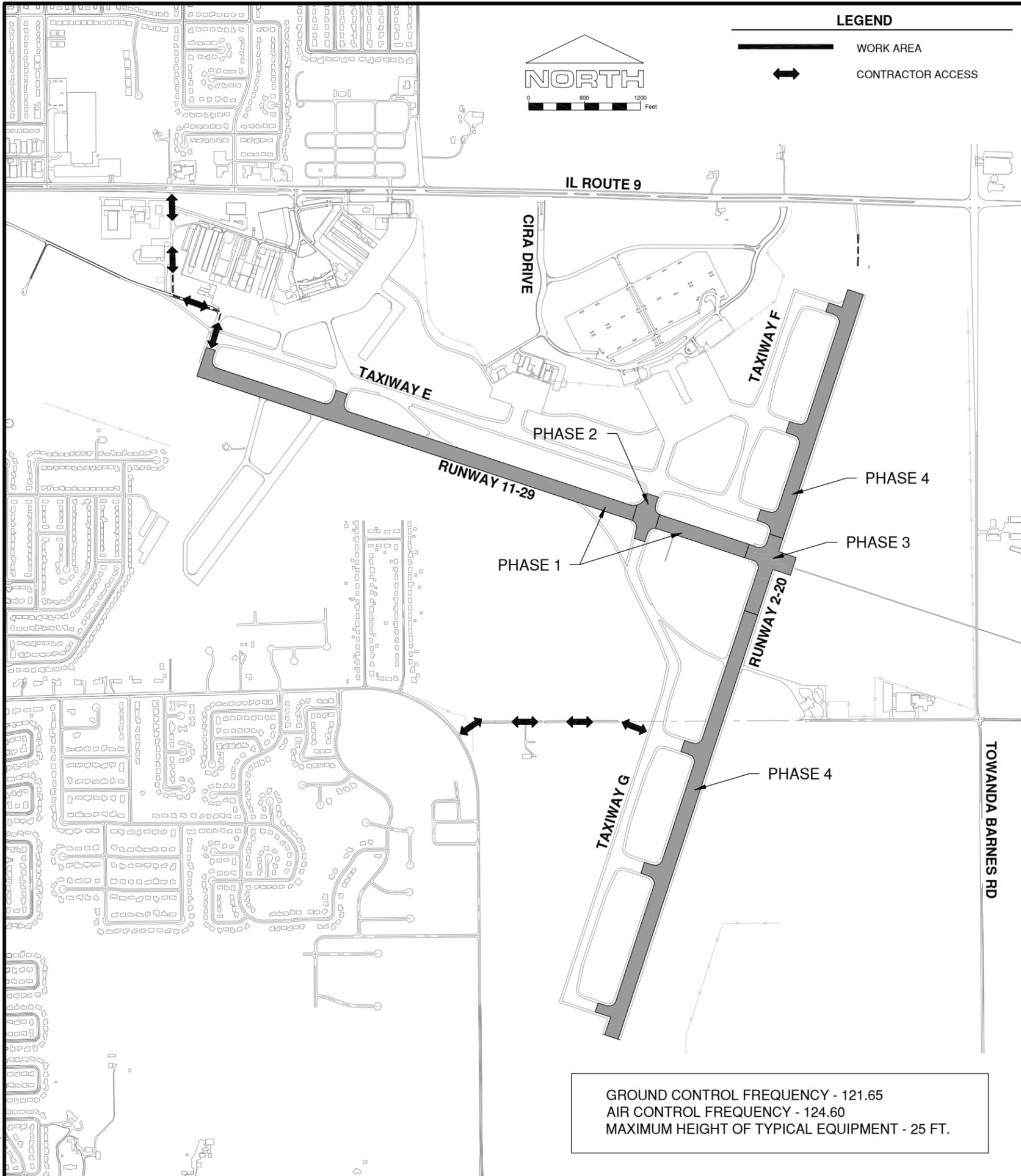
CALL 911 IN THE EVENT IN WHICH DAMAGE RESULTS IN THE RELEASE OF NATURAL GAS.

CALL J.U.L.I.E.
BEFORE EXCAVATING
1-800-892-0123
TOWNSHIP: 23 NORTH
RANGE: 3 EAST OF THE 4TH P.M.
SECTION: 6
COUNTY: McLEAN
CIVIL TOWNSHIP: BLOOMINGTON CITY & OLD TOWN

BLOOMINGTON-NORMAL AIRPORT AUTHORITY
CENTRAL ILLINOIS REGIONAL AIRPORT
BLOOMINGTON, ILLINOIS
APPROVED 
EXECUTIVE DIRECTOR OF AVIATION
DATE 6-10-2016

6-10-2016


CMT
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SUBMITTED BY 
DATE 6-10-2016
CMT JOB NUMBER: 14085-05-00



GENERAL NOTES

- ALL RUNWAYS, TAXIWAYS, AND APRONS SHALL BE KEPT OPEN TO AIRCRAFT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED IN THE CONSTRUCTION ACTIVITY PLAN.
- THE CONTRACTOR SHALL REMAIN WITHIN THE DESIGNATED WORK AREA AT ALL TIMES DURING CONSTRUCTION. AT NO TIME SHOULD THE CONTRACTOR OR HIS PERSONNEL ACCESS ANY ACTIVE AIRFIELD PAVEMENTS. PRIOR TO BEGINNING CONSTRUCTION THE CONTRACTOR'S SUPERINTENDENT SHALL BE REQUIRED TO ATTEND TRAINING COURSES AT THE AIRPORT TO BECOME AWARE OF POLICIES AND PROCEDURES ASSOCIATED WITH WORKING WITHIN THE AIRPORT SECURITY FENCE.**
- WHEN CONFLICTS ARISE BETWEEN CONSTRUCTION ACTIVITIES AND AIRCRAFT OPERATIONS AND SAFETY, AIRCRAFT OPERATIONS AND SAFETY SHALL TAKE PRECEDENCE AND SHALL GOVERN. FINAL AUTHORITY IN THE APPROVAL OF CONSTRUCTION SEQUENCING LIES WITH THE AIRPORT.
- THE CONTRACTOR WILL BE PERMITTED TO STORE EQUIPMENT AND MATERIALS AT THE LOCATIONS SHOWN. THE MAXIMUM HEIGHT OF EQUIPMENT, MATERIALS AND STOCKPILES SHALL BE 25' ABOVE GROUND ELEVATION.
- BROKEN CONCRETE, BITUMINOUS PAVEMENT AND OTHER DEBRIS SHALL BE DISPOSED OF BY THE CONTRACTOR OFF AIRPORT PROPERTY.
- VEHICLES AND EQUIPMENT SHALL NOT BE ALLOWED WITHIN 130' OF THE CENTERLINE OF ACTIVE TAXIWAYS OR 250' FROM THE CENTERLINE OF ACTIVE RUNWAYS.
- ALL PAVEMENTS, DRIVES, OR ANY OTHER AREAS UTILIZED BY THE CONTRACTOR FOR HAUL ROADS OR STORAGE AREAS SHALL BE MAINTAINED AND REPAIRED IN KIND BY THE CONTRACTOR TO THE SATISFACTION OF THE AIRPORT. NO ADDITIONAL COMPENSATION SHALL BE MADE TO THE CONTRACTOR FOR THIS WORK.
- EXISTING TURF AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY HIM AT HIS EXPENSE TO THE SATISFACTION OF THE AIRPORT.
- THE CONTRACTOR SHALL CONTINUOUSLY CLEAN ALL CONSTRUCTION AREAS WHICH ARE OR WILL BE OPENED TO AIR TRAFFIC.**
- IT WILL BE NECESSARY FOR THE CONTRACTOR TO MAKE HIS OWN FIELD INVESTIGATION TO DETERMINE THE EXACT LOCATION OF THE UNDERGROUND UTILITIES AT CRITICAL POINTS SO AS TO AVOID ANY DAMAGE.** ANY UTILITY, INCLUDING AIRFIELD ELECTRICAL CABLE AND LIGHTS, DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY HIM AT HIS OWN EXPENSE IN A MANNER WHICH IS SATISFACTORY TO THE ENGINEER, THE AIRPORT AND TO THE OWNER OF THE UTILITY. ANY REPAIRS THAT MUST BE MADE BY THE OWNER OF THE UTILITY SHALL HAVE THE COST REIMBURSED TO THE UTILITY BY THE CONTRACTOR. AIRFIELD LIGHTING CABLES DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY A QUALIFIED ELECTRICIAN WITH THE COSTS TO BE BORNE BY THE CONTRACTOR.
- THE CONTRACTOR SHALL MAINTAIN A SECURE AIRFIELD PERIMETER THROUGHOUT THE DURATION OF THE PROJECT.
- CONTRACTOR SHALL STORE ALL MATERIALS IN AN ORDERLY MANNER TAKING ONLY AS MUCH SPACE AS NECESSARY TO STORE MATERIALS AND EQUIPMENT. ALL MATERIALS SHALL BE STORED IN A MANNER TO PREVENT LOOSE DEBRIS FROM BLOWING ONTO THE AIRFIELD. CONTRACTOR STORAGE AND STAGING ACTIVITIES SHALL AT NO TIME BLOCK THE ACCESS OF TENANTS ADJACENT TO THE ACCESS OF THE WORK SITE.
- TRASH AND DEBRIS SHALL BE CONTINUOUSLY MONITORED AND RECOVERED AS NECESSARY. PARTICULAR ATTENTION MUST PAID TO PAPER AND LIGHT WEIGHT DEBRIS THAT CAN BLOW OUTSIDE OF THE WORK AREA AND HAVE THE POTENTIAL TO DAMAGE AIRCRAFT. ANY DEBRIS BLOWN BEYOND THE CONSTRUCTION LIMITS SHALL BE BROUGHT TO THE IMMEDIATE ATTENTION OF THE RESIDENT ENGINEER AND AIRPORT PERSONNEL.
- CONTRACTOR'S ACCESS SHALL BE AS FOLLOWS:
 - THE CONTRACTOR SHALL COMPLETE A TEN YEAR CRIMINAL AND EMPLOYMENT BACKGROUND CHECK AND A SECURITY FORM FOR THE EMPLOYEES THAT HE PROPOSES TO USE ON THE AIRPORT. THESE FORMS SHALL BE COMPLETED PRIOR TO THAT PERSON BEING ALLOWED ON THE AIRFIELD. A LIST OF PERSONNEL AUTHORIZED TO WORK ON THE AIRFIELD SHALL BE PROVIDED TO THE AIRPORT BY THE CONTRACTOR.
 - THE CONTRACTOR SHALL USE AN EXISTING GATE(S) FOR ACCESS TO THE AIRFIELD. THE CONTRACTOR SHALL INSTALL AND MAINTAIN A HEAVY-DUTY PADLOCK ON THE ACCESS GATE. HE SHALL PROVIDE KEYS FOR THIS PADLOCK TO THE RESIDENT ENGINEER AND THE AIRPORT. NO ADDITIONAL KEYS ARE TO BE DISTRIBUTED UNLESS AUTHORIZED BY THE AIRPORT.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THE ACCESS GATE(S) CLOSED DURING WORK HOURS. IF THE CONTRACTOR CHOOSES TO LEAVE THE GATE(S) OPEN, THEN HE SHALL POST A COMPETENT SECURITY GUARD TO PREVENT UNAUTHORIZED ENTRIES. THE CONTRACTOR SHALL REPLACE ANY UNSATISFACTORY SECURITY GUARDS IF SO DIRECTED.
 - THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND TEMPORARY EASEMENTS FOR THE ACCESS ROAD(S) SHOWN AND SHALL COMPLY WITH ALL TRAFFIC CONTROL SIGNAGE REQUIRED BY THE CITY, COUNTY, TOWNSHIP, OR I.D.O.T..
 - DURING ADVERSE WEATHER THE CONTRACTOR SHALL MAINTAIN ACCESS TO THE WORK AT NO ADDITIONAL COST TO THE CONTRACT. NO EXTENSION OF CONTRACT TIME WILL BE CONSIDERED FOR DELAYS DUE TO LACK OF ADEQUATE ACCESS TO THE WORK SITE.
 - THE CONTRACTOR WILL CLOSE AND LOCK THE ACCESS GATE(S) UPON LEAVING THE SITE.
 - ALL COSTS RELATING TO CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- ALL CONSTRUCTION TRAFFIC OPERATING ON, OR CROSSING ACTIVE AIRFIELD PAVEMENTS SHALL BE UNDER RADIO CONTROL AT ALL TIMES. THE CONTRACTOR SHALL PROVIDE THEIR OWN RADIOS.
- THE CONTRACTOR SHALL PROVIDE LIGHTS AND FLAGGING ON ALL EQUIPMENT IN CONFORMANCE WITH FEDERAL AVIATION REGULATIONS, PART 77, OBJECTS MEETING NAVIGABLE AIRSPACE AND FAA ADVISORY CIRCULAR 5370-2 (LATEST ADDITION).
- EMERGENCY FIRE/CRASH/RESCUE VEHICLES SHALL HAVE COMPLETE ACCESS TO THE ENTIRE AIRFIELD INCLUDING THE CLOSURE AREAS.
- CONTRACTOR SHALL MAKE ARRANGEMENTS TO OBTAIN ANY NECESSARY WATER OFF OF AIRPORT PROPERTY.



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JUNE 10, 2016

AIRFIELD PAVEMENT
REHABILITATION OF RUNWAYS
2/20 & 11/29

OWNER



BLOOMINGTON-NORMAL
AIRPORT AUTHORITY
CENTRAL ILLINOIS REGIONAL
AIRPORT
BLOOMINGTON, ILLINOIS

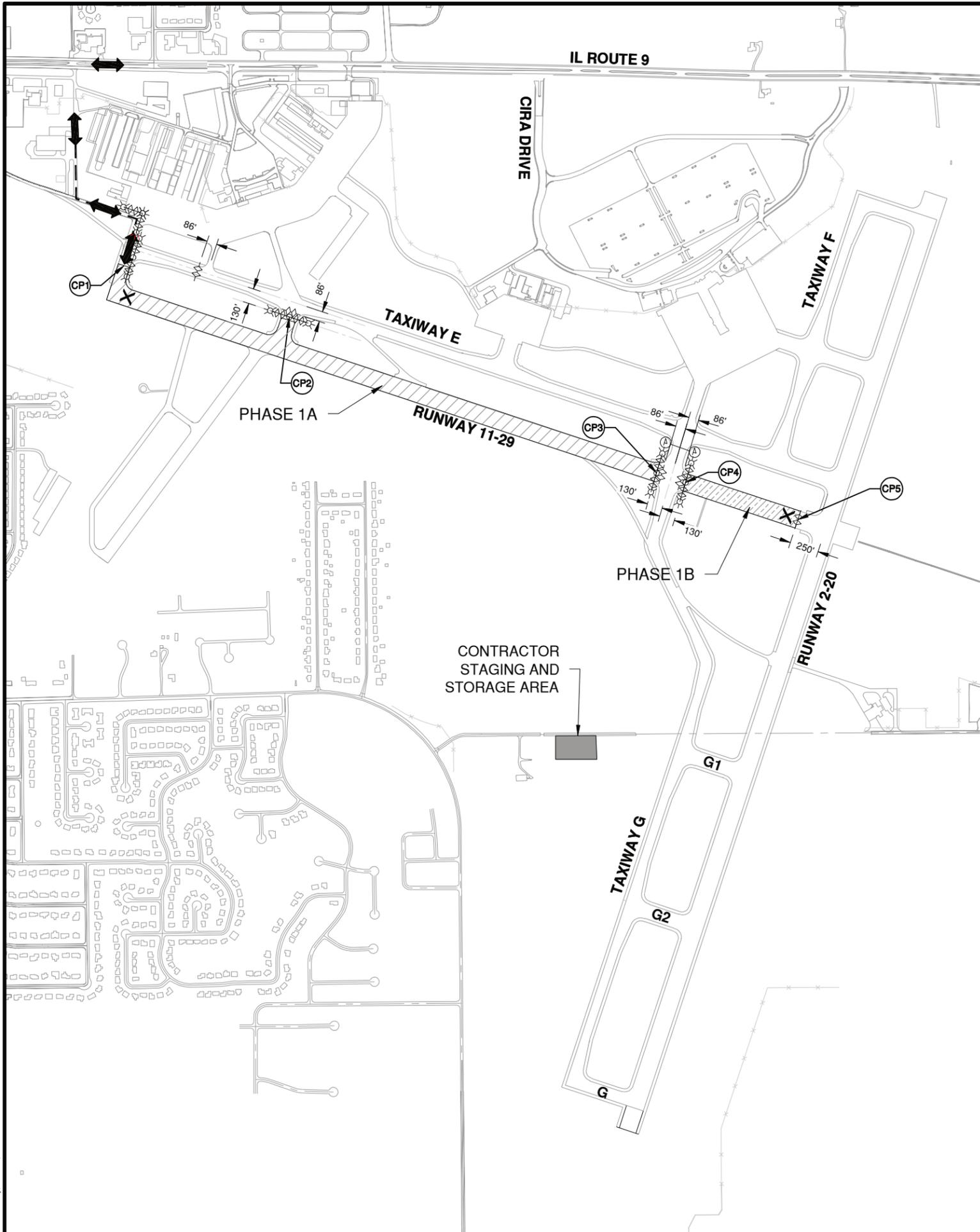
MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0006-XX
 IL PROJ. NO. BMI-4450
 CMT PROJECT NO: 14085-05-00
 CAD DWG FILE: 1408505-BMI-4450-G1100.DWG
 DESIGNED BY: JGH
 DRAWN BY: DPA
 CHECKED BY: CHK
 APPROVED BY: APR
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SHEET TITLE
AIRPORT SITE PLAN

G1100

SHEET 2 OF 20



GENERAL PHASING NOTES

1. CONTRACTOR SHALL NOTIFY THE AIRPORT DIRECTOR THROUGH RESIDENT ENGINEER 72 HOURS PRIOR TO THE INITIATION OF ANY WORK WITHIN PHASE 1.
2. RUNWAYS AND TAXIWAYS TO BE CLOSED DURING WORKING HOURS AND TO BE RE-OPENED AT ALL OTHER TIMES. PLACE BARRICADES, RUNWAY CLOSED MARKERS AND COVER AND/OR DE-ENERGIZE SIGNS AND LIGHTS PRIOR TO CLOSURE AND REMOVE PRIOR TO REOPENING TO THE SATISFACTION OF THE AIRPORT.
3. ALL WORK AREAS SHALL BE SWEEPED AND CLEANED TO THE SATISFACTION OF THE AIRPORT PRIOR TO REOPENING TO AIRCRAFT OPERATIONS.
4. EXACT REPAIR LOCATIONS WITHIN THE AREA SHALL BE DESIGNATED BY THE RESIDENT ENGINEER PRIOR TO THE START OF CONSTRUCTION.
5. PHASE 1A AND 1B MAY TAKE PLACE CONCURRENTLY.
6. CONSTRUCTION VEHICLES CROSSING ACTIVE TAXIWAY G MUST BE CONTROLLED BY THE CONTRACTORS FLAGGER IN CONSTANT CONTACT WITH THE AIR TRAFFIC CONTROLLER.

LEGEND

- RUNWAY CLOSED MARKER
- FLAGGER CROSSING
- BEAM BARRICADES
- BARRICADE IDOT TYPE 1 WITH RED LIGHTS AND 20" x 20" RED FLAGS AT 15' SPACING
- CONTRACTOR ACCESS
- CRITICAL POINT
- PHASE 1A WORK AREA
- PHASE 1B WORK AREA

CRITICAL POINT TABLE

POINT	LATITUDE	LONGITUDE	ELEVATION
cp1	N40° 29' 01.26"	W88° 55' 54.80"	870.00
cp2	N40° 28' 57.03"	W88° 55' 36.48"	866.00
cp3	N40° 28' 44.11"	W88° 54' 55.75"	873.00
cp4	N40° 28' 43.32"	W88° 54' 52.55"	873.00
cp5	N40° 28' 40.25"	W88° 54' 40.09"	873.00

PAVEMENT STATUS

LOCATION	PHASE	HOURS	STATUS
RWY 11/29	1	ALL	CLOSED
RWY 02/20	1	ALL	OPEN
TXY G (TXY E TO G1)	1	ALL	OPEN

NAVAID STATUS

LOCATION	STATUS
RWY 11/29	OUT OF SERVICE
RWY 02/20	ACTIVE



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**AIRFIELD PAVEMENT
REHABILITATION OF RUNWAYS
2/20 & 11/29**

OWNER



**BLOOMINGTON-NORMAL
AIRPORT AUTHORITY
CENTRAL ILLINOIS REGIONAL
AIRPORT
BLOOMINGTON, ILLINOIS**

MARK | DATE | DESCRIPTION

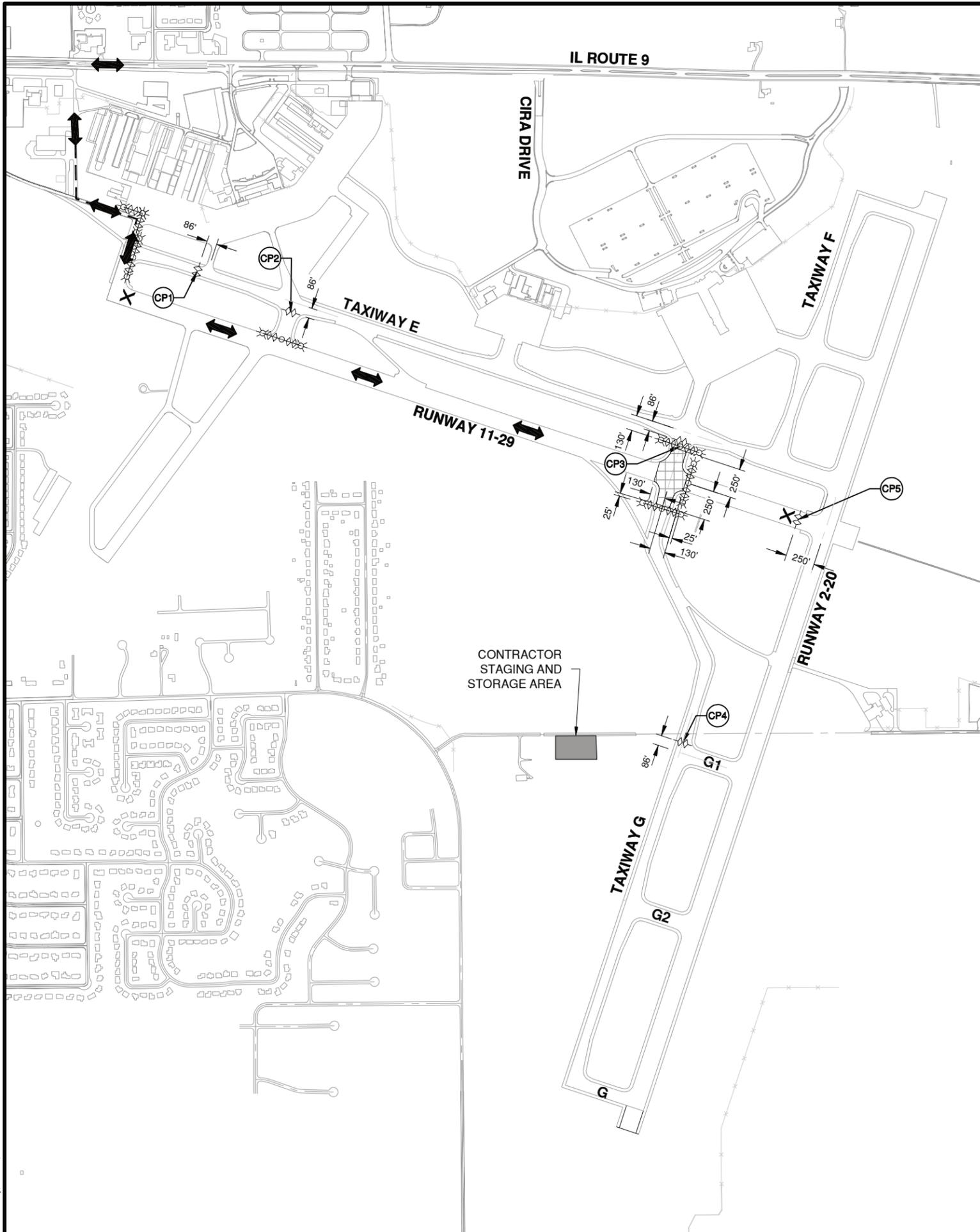
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CMT PROJECT NO: 14085-05-00
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SHEET TITLE
**CONSTRUCTION
ACTIVITY PLAN 1**

GC101

SHEET 4 OF 20

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Date: Monday, June 27, 2016 3:29:10 PM



GENERAL PHASING NOTES

1. CONTRACTOR SHALL NOTIFY THE AIRPORT MANAGER THROUGH RESIDENT ENGINEER 72 HOURS PRIOR TO THE INITIATION OF ANY WORK WITHIN PHASE 1.
2. RUNWAYS AND TAXIWAYS TO BE CLOSED AS SHOWN DURING WORKING HOURS AND TO BE RE-OPENED AT ALL OTHER TIMES. PLACE BARRICADES, LIGHTED RUNWAY CLOSED MARKERS AND COVER AND/OR DE-ENERGIZED SIGNS AND LIGHTS PRIOR TO CLOSURE AND REMOVE PRIOR TO REOPENING TO THE SATISFACTION OF THE AIRPORT.
3. ALL WORK AREAS SHALL BE SWEEPED AND CLEANED TO THE SATISFACTION OF THE AIRPORT PRIOR TO REOPENING TO AIRCRAFT OPERATIONS.
4. CONTRACTOR SHALL HAVE 2 CONSECUTIVE OVERNIGHTS WORK PERIODS TO COMPLETE ASSOCIATED WORK IN PHASE 2.
5. EXACT REPAIR LOCATIONS WITHIN THE AREA SHALL BE DESIGNATED BY THE RESIDENT ENGINEER PRIOR TO THE START OF CONSTRUCTION.
6. PHASE 2 MAY TAKE PLACE CONCURRENTLY WITH PHASE 1.
6. STANDARD OVERNIGHT WORK PERIOD WILL BE FROM 11:00PM TO 5:00AM. PRIOR TO BEGINNING EACH NIGHTS WORK SHIFT, CONTRACTOR SHALL COORDINATE WITH AIRPORT OPERATIONS ON AVAILABILITY OF THE RUNWAY DUE TO WEATHER, LOW VISIBILITY OR LATE ARRIVING AIRCRAFT.

LEGEND

- X LIGHTED RUNWAY CLOSED MARKER
- ⊗ BARRICADE IDOT TYPE 1 WITH RED LIGHTS AND 20" x 20" RED FLAGS AT 15' SPACING
- ⊖ BEAM BARRICADES
- ↔ CONTRACTOR ACCESS
- CPx CRITICAL POINT
- ▭ PHASE 2 WORK AREA

CRITICAL POINT TABLE

POINT	LATITUDE	LONGITUDE	ELEVATION
cp1	N40° 29' 00.81"	W88° 55' 46.72"	866.00
cp2	N40° 28' 57.45"	W88° 55' 36.32"	866.00
cp3	N40° 28' 46.35"	W88° 54' 53.16"	870.00
cp4	N40° 28' 21.40"	W88° 54' 52.66"	869.00
cp5	N40° 28' 40.25"	W88° 54' 40.09"	873.00

PAVEMENT STATUS

LOCATION	PHASE	HOURS	STATUS
RWY 11/29	2	ALL	CLOSED
RWY 02/20	2	ALL	OPEN
TXY G (TXY E TO G1)	2	11:00 PM TO 5:00 AM	CLOSED

NAVAID STATUS

LOCATION	STATUS
RWY 11/29	OUT OF SERVICE
RWY 02/20	ACTIVE



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JUNE 10, 2016

**AIRFIELD PAVEMENT
REHABILITATION OF RUNWAYS
2/20 & 11/29**

OWNER



**BLOOMINGTON-NORMAL
AIRPORT AUTHORITY
CENTRAL ILLINOIS REGIONAL
AIRPORT
BLOOMINGTON, ILLINOIS**

MARK	DATE	DESCRIPTION

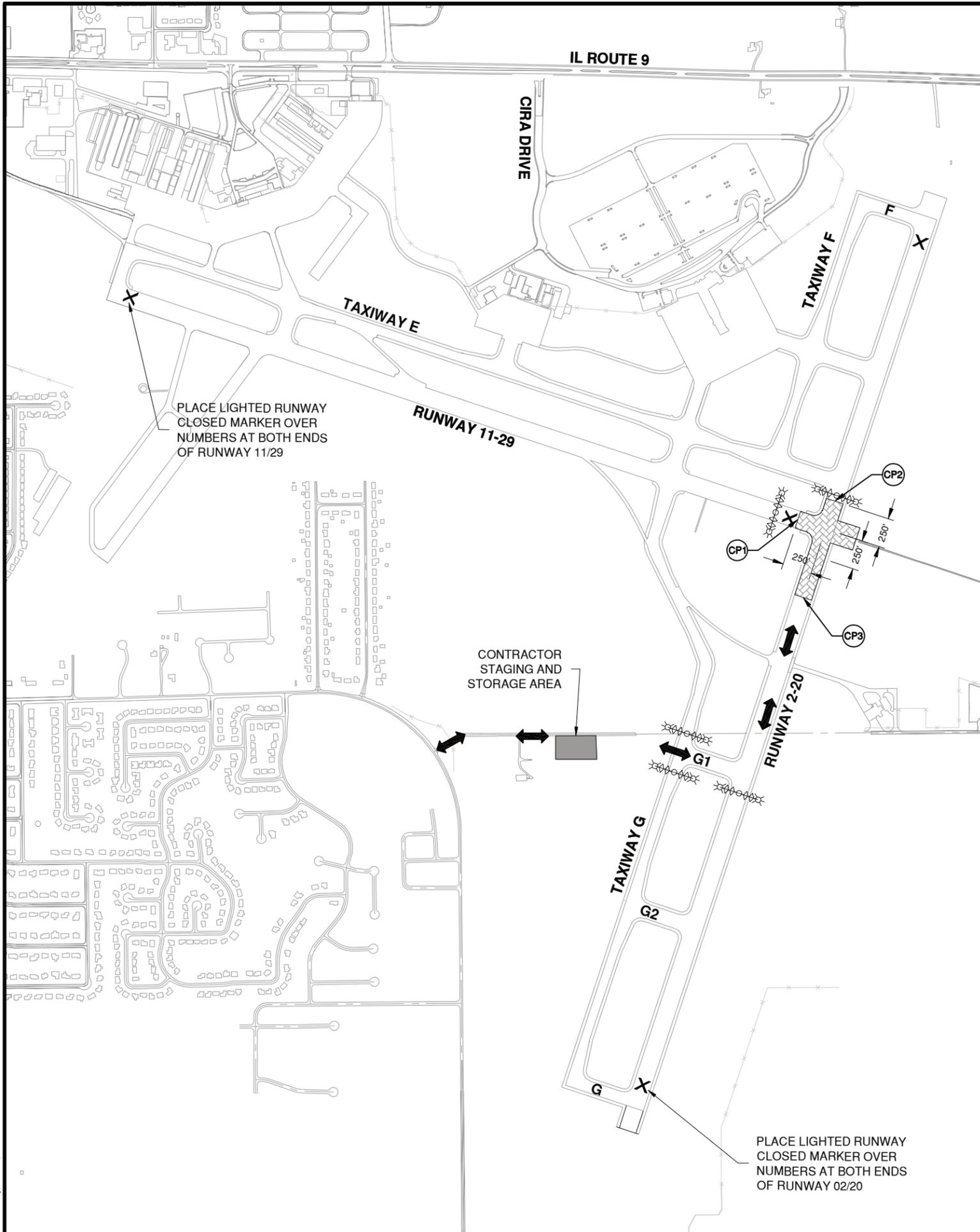
AIP PROJ. NO. 3-17-0006-XX
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CMT PROJECT NO: 14085-05-00
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SHEET TITLE
**CONSTRUCTION
ACTIVITY PLAN 2**

GC102

SHEET 5 OF 20

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Date: Monday, June 27, 2016 3:29:51 PM



PLACE LIGHTED RUNWAY CLOSED MARKER OVER NUMBERS AT BOTH ENDS OF RUNWAY 11/29

CONTRACTOR STAGING AND STORAGE AREA

PLACE LIGHTED RUNWAY CLOSED MARKER OVER NUMBERS AT BOTH ENDS OF RUNWAY 02/20



GENERAL PHASING NOTES

1. CONTRACTOR SHALL NOTIFY THE AIRPORT MANAGER THROUGH RESIDENT ENGINEER 72 HOURS PRIOR TO THE INITIATION OF ANY WORK WITHIN PHASE 3.
2. RUNWAYS AND TAXIWAYS TO BE CLOSED AS SHOWN DURING WORKING HOURS AND TO BE RE-OPENED AT ALL OTHER TIMES. PLACE BARRICADES, LIGHTED RUNWAY CLOSED MARKERS AND COVER AND/OR DE-ENERGIZED SIGNS AND LIGHTS PRIOR TO CLOSURE AND REMOVE PRIOR TO REOPENING TO THE SATISFACTION OF THE AIRPORT.
3. ALL WORK AREAS SHALL BE SWEEPED AND CLEANED TO THE SATISFACTION OF THE AIRPORT PRIOR TO REOPENING TO AIRCRAFT OPERATIONS.
4. CONTRACTOR SHALL HAVE 7 CONSECUTIVE OVERNIGHT WORK SHIFTS TO COMPLETE ASSOCIATED WORK IN PHASE 3.
5. EXACT REPAIR LOCATIONS WITHIN THE AREA SHALL BE DESIGNATED BY THE RESIDENT ENGINEER PRIOR TO THE START OF CONSTRUCTION.
6. STANDARD OVERNIGHT WORK PERIOD WILL BE FROM 11:00PM TO 5:00AM. PRIOR TO BEGINNING EACH NIGHTS WORK SHIFT, CONTRACTOR SHALL COORDINATE WITH AIRPORT OPERATIONS ON AVAILABILITY OF THE RUNWAY DUE TO WEATHER, LOW VISIBILITY OR LATE ARRIVING AIRCRAFT.

LEGEND

- X LIGHTED RUNWAY CLOSED MARKER
- ⊗ BARRICADE IDOT TYPE 1 WITH RED LIGHTS AND 20" x 20" RED FLAGS AT 15' SPACING
- ↔ CONTRACTOR ACCESS
- ▨ PHASE 3 WORK AREA

CRITICAL POINT TABLE

POINT	LATITUDE	LONGITUDE	ELEVATION
cp1	N40° 28' 40.25"	W88° 54' 40.09"	873.00
cp2	N40° 28' 41.84"	W88° 54' 36.01"	873.00
cp3	N40° 28' 33.71"	W88° 54' 39.46"	872.00

PAVEMENT STATUS

LOCATION	PHASE	HOURS	STATUS
RWY 11/29	3	11:00 PM TO 5:00 AM	CLOSED
		NON-WORK	OPEN
RWY 02/20	3	11:00 PM TO 5:00 AM	CLOSED
		NON-WORK	OPEN
TXY G	3	11:00 PM TO 5:00 AM	CLOSED
		NON-WORK	OPEN
TXY E	3	11:00 PM TO 5:00 AM	CLOSED
		NON-WORK	OPEN
TXY F1	3	11:00 PM TO 5:00 AM	CLOSED
		NON-WORK	OPEN

NAVAID STATUS

LOCATION	STATUS
RWY 11/29	OUT OF SERVICE
RWY 02/20	OUT OF SERVICE



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JUNE 10, 2016

AIRFIELD PAVEMENT REHABILITATION OF RUNWAYS 2/20 & 11/29



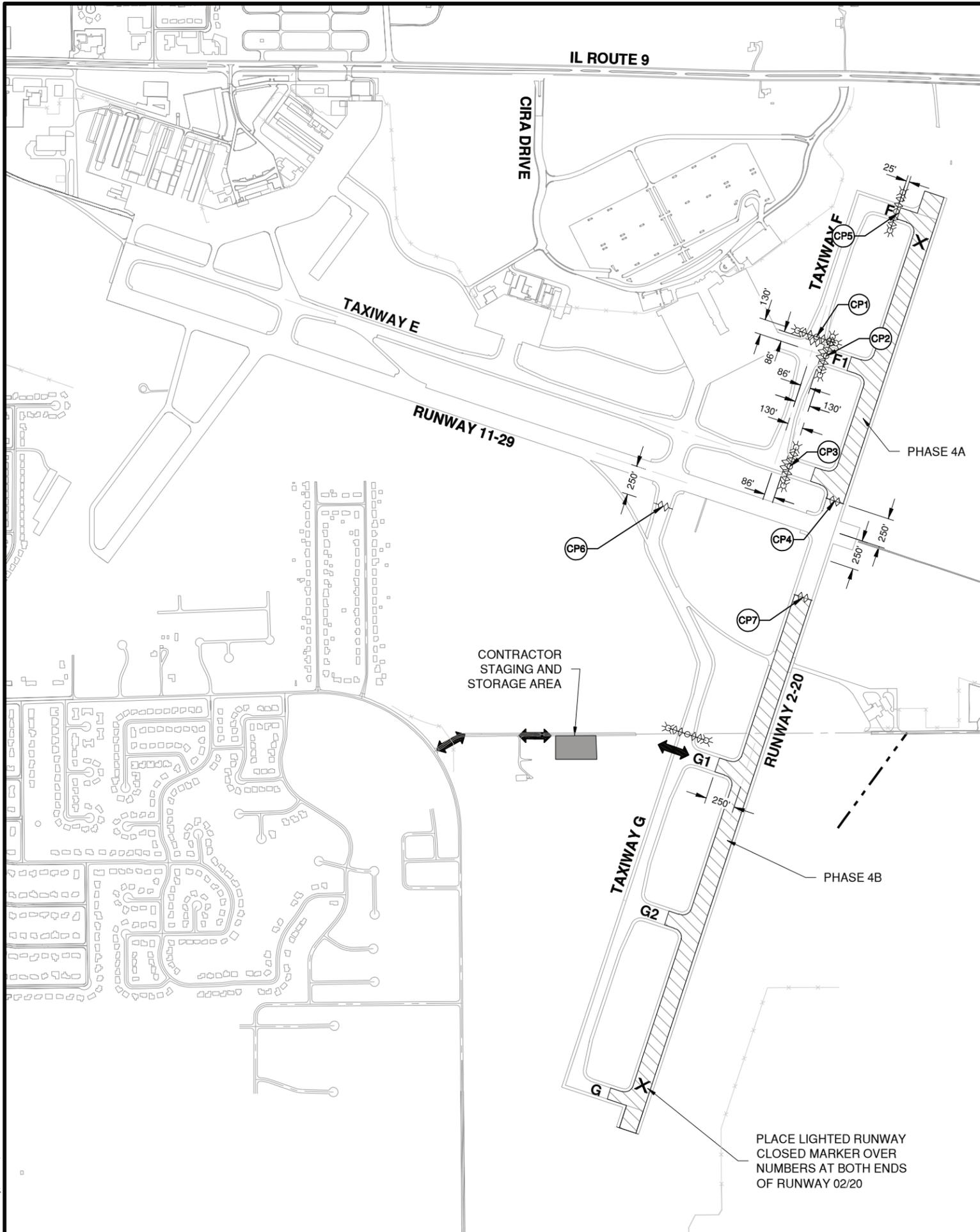
BLOOMINGTON-NORMAL AIRPORT AUTHORITY
CENTRAL ILLINOIS REGIONAL AIRPORT
BLOOMINGTON, ILLINOIS

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AIP PROJ. NO. 3-17-0006-XX		
IL PROJ. NO. BMI-4450		
CMT PROJECT NO: 14085-05-00		
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SHEET TITLE
CONSTRUCTION ACTIVITY PLAN 3

GC103

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Date: Monday, June 27, 2016 3:20:31 PM



GENERAL PHASING NOTES

1. CONTRACTOR SHALL NOTIFY THE AIRPORT MANAGER THROUGH RESIDENT ENGINEER 72 HOURS PRIOR TO THE INITIATION OF ANY WORK WITHIN PHASE 4.
2. RUNWAYS AND TAXIWAYS TO BE CLOSED AS SHOWN AND RE-OPENED AT ALL OTHER TIMES. PLACE BARRICADES, RUNWAY CLOSED MARKERS AND COVER AND/OR DE-ENERGIZED SIGNS AND LIGHTS PRIOR TO CLOSURE AND REMOVE PRIOR TO REOPENING TO THE SATISFACTION OF THE AIRPORT.
3. ALL WORK AREAS SHALL BE SWEEPED AND CLEANED TO THE SATISFACTION OF THE AIRPORT PRIOR TO REOPENING TO AIRCRAFT OPERATIONS.
4. EXACT REPAIR LOCATIONS WITHIN THE AREA SHALL BE DESIGNATED BY THE RESIDENT ENGINEER PRIOR TO THE START OF CONSTRUCTION.
5. PHASE 4A AND 4B MAY TAKE PLACE CONCURRENTLY.
6. CONTRACTOR SHALL SCHEDULE WORK IN PHASE 4A TO MINIMIZE CROSSING OF RUNWAY 11/29 IN THE NORTH-SOUTH DIRECTIONS THROUGHOUT THE WORK DAY. CONTRACTOR TO COORDINATE WITH AIRPORT OPERATIONS TO PROVIDE ESCORTS FOR CROSSING RUNWAY 11/29.

LEGEND

- X LIGHTED RUNWAY CLOSED MARKER
- BEAM BARRICADES
- BARRICADE IDOT TYPE 1 WITH RED LIGHTS AND 20" x 20" RED FLAGS AT 15' SPACING
- CONTRACTOR ACCESS
- WORK AREAS - PHASE 4A AND 4B
- WORK AREA - PHASE 4C

CRITICAL POINT TABLE

POINT	LATITUDE	LONGITUDE	ELEVATION
cp1	N40° 28' 55.66"	W88° 54' 38.16"	862.00
cp2	N40° 28' 54.04"	W88° 54' 37.07"	863.00
cp3	N40° 28' 44.73"	W88° 54' 41.01"	870.00
cp4	N40° 28' 41.84"	W88° 54' 36.01"	872.00
cp5	N40° 29' 06.12"	W88° 54' 29.21"	859.00
cp6	N40° 28' 41.32"	W88° 54' 54.98"	871.00
cp7	N40° 28' 33.70"	W88° 54' 39.46"	872.00

PAVEMENT STATUS

LOCATION	PHASE	HOURS	STATUS
RWY 11/29	4	ALL	OPEN
RWY 02/20	4	ALL	CLOSED
TXY G - SOUTH OF RWY 11/29	4	ALL	CLOSED
TXY F - NORTH OF TXY F1	4	ALL	CLOSED
TXY F1 - EAST OF TXY F	4	ALL	CLOSED
TXY E - EAST OF TWY F	4	ALL	CLOSED

NAVAID STATUS

LOCATION	STATUS
RWY 11/29	ACTIVE
RWY 02/20	OUT OF SERVICE

PLACE LIGHTED RUNWAY CLOSED MARKER OVER NUMBERS AT BOTH ENDS OF RUNWAY 02/20



License No. 184-000613
CONSULTANTS

JUNE 10, 2016

**AIRFIELD PAVEMENT
REHABILITATION OF RUNWAYS
2/20 & 11/29**

OWNER



**BLOOMINGTON-NORMAL
AIRPORT AUTHORITY
CENTRAL ILLINOIS REGIONAL
AIRPORT
BLOOMINGTON, ILLINOIS**

MARK | DATE | DESCRIPTION

AIP PROJ. NO. 3-17-0006-XX
IL PROJ. NO. BMI-4450
CMT PROJECT NO: 14085-05-00
CAD DWG FILE: 1408505-BMI-4450-GC104.DWG
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SHEET TITLE
**CONSTRUCTION
ACTIVITY PLAN 4**

GC104

SHEET 7 OF 20

Path: K:\Bloomington\14085-05\Draws\Sheets\1408505-BMI-4450-GC104.dwg
Date: Monday, June 27, 2016 3:31:11 PM

GENERAL

- THE CONTRACTOR AND ALL SUBCONTRACTORS SHALL FOLLOW THE REQUIREMENTS OF THE AIRPORT'S APPROVED CONSTRUCTION SAFETY AND PHASING PLAN (CSPP), FAA AC 150/5370-2 (LATEST EDITION), AND ALL AIRPORT SAFETY AND SECURITY REQUIREMENTS.
- PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL SUBMIT TO THE AIRPORT FOR APPROVAL A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) IN ACCORDANCE WITH FAA AC 150/5370-2 (LATEST EDITION). NO CONSTRUCTION ACTIVITY SHALL BEGIN UNTIL THE AIRPORT HAS APPROVED THE SPCD.
- THE CSPP COVERS OPERATIONAL SAFETY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INDIVIDUAL SAFETY OF HIS/HER PERSONNEL AND MEETING OSHA REQUIREMENTS.
- A MINIMUM OF 10 DAYS PRIOR TO THE PRE-CONSTRUCTION MEETING THE CONTRACTOR SHALL PROVIDE A LIST OF SUBCONTRACTORS AND MATERIAL SUPPLIERS.
- PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL SIGN THE STORM WATER POLLUTION PREVENTION PROGRAM (SWPPP) CERTIFICATION STATEMENT, IF APPLICABLE.
- ALL CONTRACTOR COSTS ASSOCIATED WITH THE REQUIREMENTS LISTED ON THIS SHEET SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT UNLESS A SPECIFIC PAY ITEM IS PROVIDED.

1. COORDINATION

- PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL ATTEND A PRE-CONSTRUCTION CONFERENCE WITH THE AIRPORT, ENGINEER, AND ILLINOIS DIVISION OF AERONAUTICS (IDA). THE COST OF PREPARING FOR AND ATTENDING THE PRE-CONSTRUCTION CONFERENCE SHALL BE INCIDENTAL TO THE CONTRACT.
- ON OR BEFORE THE PRE-CONSTRUCTION CONFERENCE, THE CONTRACTOR SHALL SUBMIT A PROPOSED SCHEDULE FOR THE PROJECT. THE SCHEDULE SHALL INCLUDE A START AND COMPLETION DATE FOR EACH ITEM OF WORK. THE SCHEDULE SHALL BE UPDATED ON AN AS NEEDED BASIS. ALL COSTS ASSOCIATED WITH THE SCHEDULE SHALL BE INCIDENTAL TO THE CONTRACT.
- DURING CONSTRUCTION THE CONTRACTOR SHALL ATTEND A COORDINATION MEETINGS WITH THE AIRPORT STAFF AND RESIDENT ENGINEER. ALL COSTS ASSOCIATED WITH ATTENDING THE WEEKLY MEETING SHALL BE INCIDENTAL TO THE CONTRACT.

2. PHASING

- TOTAL CONTRACT TIME SHALL BE 50 CALENDAR DAYS.
- PHASING SHALL BE AS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN (CAP) SHEETS.

3. AREAS AND OPERATIONS AFFECTED BY THE CONSTRUCTION ACTIVITY

- ALL RUNWAYS, TAXIWAYS AND APRONS SHALL BE KEPT OPEN TO AIRCRAFT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED ON THE PHASING PLAN.
- WHEN CONFLICTS ARISE BETWEEN CONSTRUCTION ACTIVITIES AND AIRCRAFT OPERATIONS AND SAFETY, AIRCRAFT OPERATIONS AND SAFETY SHALL TAKE PRECEDENCE AND SHALL GOVERN. FINAL AUTHORITY IN THE APPROVAL OF CONSTRUCTION SEQUENCING LIES WITH THE AIRPORT.
- ALL CONSTRUCTION TRAFFIC SHALL IMMEDIATELY YIELD TO ONCOMING AIRCRAFT AT ALL TIMES.

4. PROTECTION OF NAVIGATION AIDS (NAVAIDS)

- THE CONTRACTOR SHALL REMAIN CLEAR OF THE ILS CRITICAL AREAS AND OTHER NAVAIDS FACILITIES AT ALL TIMES.

5. CONTRACTOR ACCESS

- CONTRACTOR ACCESS SHALL BE AS NOTED BELOW AND AS SHOWN ON THE SITE PLAN AND CONSTRUCTION ACTIVITY PLAN SHEETS.
- THE CONTRACTOR IS TO ACCESS THE SITE USING THE ENTRANCES SHOWN OR AS DESIGNATED BY THE AIRPORT.
- CONTRACTOR EMPLOYEES MAY BE REQUIRED TO OBTAIN AN AIRPORT IDENTIFICATION BADGE. THIS CONSISTS OF FILLING OUT ALL NECESSARY PAPERWORK, FINGERPRINTING, ATTENDING AND PASSING A TRAINING CLASS CONCERNING SAFETY AND SECURITY AT THE AIRPORT. CONTRACTOR EMPLOYEES MUST MEET CERTAIN BACKGROUND CHECK CRITERIA AND THE CONTRACTOR MUST MAKE CERTAIN CERTIFICATION IS ACHIEVED FOR EACH EMPLOYEE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FINGERPRINTING COSTS. ALL COSTS ASSOCIATED WITH OBTAINING THE IDENTIFICATION BADGES SHALL BE BORNE BY THE CONTRACTOR.
- ALL CONTRACTOR EMPLOYEES WHO ARE DESIGNATED AS DRIVERS FOR THE CONTRACTOR AND DRIVERS OF TRUCKS CONTAINING MATERIAL DELIVERIES (AGGREGATE, CONCRETE, ETC.) SHALL BE REQUIRED TO SUBMIT THEIR NAME, DRIVER'S LICENSE NUMBER, TRUCK LICENSE PLATE NUMBER AND NAME OF TRUCKING COMPANY TO THE PRIME CONTRACTOR PRIOR TO ENTERING THE JOBSITE.
- THE CONTRACTOR'S STORAGE AND STAGING AREA WILL BE AS SHOWN IN THE SITE PLAN.
- THE CONTRACTOR SHALL KEEP A RECORD OF THE NAMES OF ALL EMPLOYEES ENTERING THE JOB SITE ON A DAILY BASIS. A RECORD OF EACH SUBCONTRACTOR ENTERING THE JOB SITE SHALL ALSO BE KEPT BY THE CONTRACTOR.

- WHEN THE CONTRACTOR IS NOT WORKING, EQUIPMENT SHALL BE STORED AT THE STAGING AREA.

- THE CONTRACTOR WILL BE PERMITTED TO STORE EQUIPMENT AND MATERIALS ONLY AT THE LOCATIONS SHOWN. PARKED EQUIPMENT AND MATERIAL STOCKPILES SHALL NOT PENETRATE SURFACES DEFINED BY F.A.R. TITLE 14 PART 77 - OBJECTS AFFECTING NAVIGABLE AIRSPACE.

- THE CONTRACTOR SHALL THOROUGHLY CLEAN ALL CONSTRUCTION AREAS AND HAUL ROUTES WHICH WILL BE OPENED TO AIR TRAFFIC TO THE SATISFACTION OF AIRPORT OPERATIONS OR THE RESIDENT ENGINEER. A POWER BROOM AND OPERATOR SHALL BE ON SITE AT ALL TIMES WHEN ACTIVE PAVEMENTS ARE UTILIZED FOR CONSTRUCTION TRAFFIC.

- ALL PAVEMENTS, DRIVES OR ANY OTHER AREAS UTILIZED BY THE CONTRACTOR FOR HAUL ROADS OR STORAGE AREAS SHALL BE MAINTAINED AND REPAIRED TO THE SAME CONDITION OR BETTER THAN THEY WERE PRIOR TO BEGINNING CONSTRUCTION. NO ADDITIONAL COMPENSATION WILL BE MADE TO THE CONTRACTOR FOR THIS WORK.

- ALL VEHICLE AND EQUIPMENT OPERATORS USED BY THE CONTRACTOR SHALL BE PROPERLY TRAINED BY THE CONTRACTOR.

- THE CONTRACTOR SHALL NOTIFY THE AIRPORT IF CONSTRUCTION ACTIVITY WILL REQUIRE THE BLOCKAGE OF EMERGENCY ACCESS TO THE AIRPORT.

- CONTRACTOR WORK CREWS SHALL MONITOR THE GROUND CONTROL FREQUENCY AT ALL TIMES. THE CONTRACTOR SHALL SUPPLY ALL APPROPRIATE RADIOS NEEDED FOR COMMUNICATIONS, BE AWARE OF TENANT AIRCRAFT MOVEMENTS NEAR THE WORK AREAS.

- FLAGGERS SHALL BE EQUIPPED WITH TWO-WAY RADIOS AND SHALL BE IN CONSTANT RADIO CONTACT WITH AIR TRAFFIC CONTROL.

6. WILDLIFE MANAGEMENT

- THE CONTRACTOR SHALL NOTIFY AIRPORT OPERATIONS OR THE RESIDENT ENGINEER IF ANY WILDLIFE IS SEEN ENTERING THE AIRPORT.
- CONTRACTOR ACCESS GATES SHALL REMAIN CLOSED AT ALL TIMES UNLESS GATE GUARD IS PRESENT.
- THE CONTRACTOR SHALL DISPOSE OF ALL TRASH INCLUDING FOOD SCRAPS IN APPROVED CONTRACTOR PROVIDED CONTAINERS.

7. FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT

- THE CONTRACTOR SHALL PICK UP ANY FOREIGN OBJECT DEBRIS (FOD) SEEN ON THE AIRFIELD PAVEMENTS.
- THE CONTRACTOR SHALL SECURE ALL LOOSE ITEMS FROM VEHICLES PRIOR TO DRIVING ON AIRFIELD PAVEMENTS.
- THE CONTRACTOR SHALL KEEP HAUL ROADS AND ACTIVE TAXIWAYS SWEEPED CLEAN OF DEBRIS AT ALL TIMES DURING CONSTRUCTION ACTIVITIES.

8. HAZARDOUS MATERIALS (HAZMAT) MANAGEMENT

- THE CONTRACTOR SHALL DEVELOP A HAZMAT MANAGEMENT PLAN AND KEEP COPIES ON THE JOBSITE OF MATERIAL SAFETY DATA SHEETS (MSDS) FOR ALL MATERIALS HANDLED ON THE JOBSITE. THE CONTRACTOR SHALL HAVE ON HAND MATERIALS TO EXPEDITIOUSLY CONTAIN AND CLEAN-UP ANY SPILLS OF HAZARDOUS MATERIALS TO PREVENT CONTAMINATION OF SOIL OR STORM WATER.
- THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER OR AIRPORT IF A RELEASE OF HAZARDOUS MATERIAL OCCURS DURING CONSTRUCTION ACTIVITIES.

9. NOTIFICATION OF CONSTRUCTION ACTIVITIES

- THE CONTRACTOR SHALL PROVIDE A 24 HOUR EMERGENCY CONTACT PERSON AND PHONE NUMBER.
- THE CONTRACTOR SHALL GIVE A MINIMUM OF 72 HOURS NOTICE TO AIRPORT OPERATIONS PRIOR TO CLOSING ANY PAVEMENTS SO THAT PROPER NOTICE TO AIRMEN (NOTAMS) MAY BE ISSUED BY THE AIRPORT.
- FOR ANY EQUIPMENT USED BY THE CONTRACTOR WITH A HEIGHT GREATER THAN 25', THE CONTRACTOR SHALL PROVIDE TO THE AIRPORT THE TYPE OF EQUIPMENT, TOTAL HEIGHT, AND LOCATION WHERE THE EQUIPMENT WILL BE USED. THE AIRPORT WILL SUBMIT FAA FORM 7460-1 TO THE FAA FOR AN AIRSPACE STUDY. NO EQUIPMENT WITH A HEIGHT GREATER THAN 25' SHALL BE USED UNTIL A DETERMINATION FROM FAA IS RECEIVED.
- IN THE EVENT OF AN EMERGENCY, THE CONTRACTOR SHALL CALL 911.

10. INSPECTION REQUIREMENTS

- THE CONTRACTOR SHALL INSPECT THE JOBSITE DAILY TO ENSURE COMPLIANCE WITH THE CSPP. THE CHECKLIST FOUND IN APPENDIX 3 OF FAA AC 150/5370-2 (LATEST EDITION) MAY BE USED TO AID IN THE INSPECTIONS.
- THE CONTRACTOR SHALL ATTEND A FINAL INSPECTION OF EACH PHASE WORK AREA PRIOR TO OPENING THE AREA TO AIRPORT OPERATIONS.

11. UNDERGROUND UTILITIES

- IT WILL BE NECESSARY FOR THE CONTRACTOR TO MAKE HIS/HER OWN FIELD INVESTIGATION TO DETERMINE THE EXACT LOCATION OF THE UNDERGROUND UTILITIES AT CRITICAL POINTS. THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY IN RESPECT TO THE ACCURACY, COMPLETENESS OR SUFFICIENCY OF THE INFORMATION.
- BEFORE INITIATING ANY DIGGING, DRILLING OR EXCAVATING ON THE AIRPORT PROPERTY, THE CONTRACTOR SHALL CALL J.U.L.I.E. AND CONTACT THE LOCAL FAA OFFICE TO ARRANGE FOR UTILITY LOCATES. SEE SECTION 70-17 OF THE SPECIAL PROVISIONS FOR UTILITY CONTACT INFORMATION.

12. PENALTIES

- NONCOMPLIANCE BY THE CONTRACTOR WITH AIRPORT RULES AND REGULATIONS OR FAILURE TO COMPLY WITH THE AIRPORT'S APPROVED CSPP AND THE CONTRACTOR'S APPROVED SPCD MAY RESULT IN FINES AS ALLOWED BY LAW.

13. SPECIAL CONDITIONS

- ADJACENT CONSTRUCTION MAY IMPACT THE OPERATIONS OF THE CONTRACTOR. SEE THE COORDINATION NOTES FOR ADDITIONAL INFORMATION.
- THE CONTRACTOR'S OPERATIONS MAY BE CURTAILED OR SUSPENDED DUE TO LOW VISIBILITY, SNOW/ICE ACCUMULATION AND REMOVAL, AIRCRAFT EMERGENCIES, OR SECURITY BREACHES AT THE DISCRETION OF THE AIRPORT DUTY MANAGER.
- THE CONTRACTOR WILL BE NOTIFIED OF ANY REQUIRED INTERRUPTIONS OF CONSTRUCTION OPERATIONS BY THE AIRPORT DUTY MANAGER.

14. RUNWAY AND TAXIWAY VISUAL AIDS

- RUNWAY AND TAXIWAY CLOSURES ARE REQUIRED FOR THIS PROJECT. THE CONTRACTOR SHALL USE MARKING, LIGHTING AND SIGNS THAT FOLLOW THE REQUIREMENTS OF FAA AC 150/5370-2 (LATEST EDITION).
- THE CONTRACTOR SHALL PLACE AND MAINTAIN RUNWAY CLOSURE MARKERS AND BARRICADES MARKING THE CLOSURE OF RUNWAYS AND/OR TAXIWAYS AS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN SHEETS.

15. MARKING AND SIGNS FOR ACCESS ROUTES

- BARRICADES AND SIGNS SHALL BE USED ALONG THE CONTRACTOR'S ACCESS ROUTE AS DETAILED ON THIS SHEET AND THE CONSTRUCTION ACTIVITY PLAN SHEET.

16. HAZARD MARKING AND LIGHTING

- THE CONTRACTOR SHALL FURNISH, ERECT, AND MAINTAIN MARKINGS AND ASSOCIATED LIGHTING OF OPEN TRENCHES, EXCAVATIONS, TEMPORARY STOCKPILES, AND HIS/HER CONSTRUCTION EQUIPMENT.
- ALL CONSTRUCTION EQUIPMENT SHALL BE FLAGGED AND/OR LIGHTED IN ACCORDANCE WITH FAA ADVISORY CIRCULAR 150/5370-2 (LATEST EDITION) AND 150/5210-5C AT ALL TIMES WHILE OPERATING ON AIRPORT PROPERTY. THE MAXIMUM EQUIPMENT HEIGHT IS 25'.
- BARRICADES SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN SHEET OR AS DIRECTED BY THE RESIDENT ENGINEER.
- THE CONTRACTOR SHALL INSPECT THE BARRICADES ONCE DURING EACH WORK DAY TO INSURE PROPER PLACEMENT AND PROPER OPERATION OF THE RED LIGHTS AND FLAG PLACEMENT.

17. PROTECTION

- ALL WORK REQUIRED INSIDE OF THE RUNWAY SAFETY AREAS (RSA), WHICH EXTENDS 250' FROM THE RUNWAY CENTERLINE, WILL REQUIRE THE RUNWAY TO BE CLOSED.
- ALL WORK REQUIRED INSIDE THE RUNWAY 29 ILS CRITICAL AREA WILL REQUIRE THE RUNWAY TO BE VFR ONLY. THE CONTRACTOR SHALL COORDINATE WITH AIRPORT DIRECTOR.
- ALL WORK REQUIRED ON AN ACTIVE TAXIWAY OR INSIDE OF AN AN ACTIVE TAXIWAY SAFETY AREA, WHICH EXTENDS 130' FROM THE TAXIWAY CENTERLINE ALONG TAXIWAY E, F AND G (OR AS SPECIFIED ON THE CONSTRUCTION ACTIVITY PLANS) WILL REQUIRE THE TAXIWAYS TO BE CLOSED.
- THE CONTRACTOR SHALL COORDINATE WITH THE AIRPORT A MINIMUM OF 72 HOURS PRIOR TO ALL THE REQUESTED CLOSURE TIME.

18. OTHER LIMITATIONS ON CONSTRUCTION

- IF, DURING CONSTRUCTION, AN EMERGENCY IS DECLARED BY THE AIRPORT, THE CONTRACTOR SHALL IMMEDIATELY CLEAR THE PAVEMENT OF ALL VEHICLES, PERSONNEL AND EQUIPMENT.
- BROKEN CONCRETE, BROKEN ASPHALT, AND OTHER MISCELLANEOUS DEBRIS SHALL BE DISPOSED OF OFF AIRPORT PROPERTY, UNLESS OTHERWISE SPECIFIED.



License No. 184-000613
CONSULTANTS

JUNE 10, 2016

**AIRFIELD PAVEMENT
REHABILITATION OF RUNWAYS
2/20 & 11/29**

OWNER



**BLOOMINGTON-NORMAL
AIRPORT AUTHORITY
CENTRAL ILLINOIS REGIONAL
AIRPORT
BLOOMINGTON, ILLINOIS**

MARK | DATE | DESCRIPTION

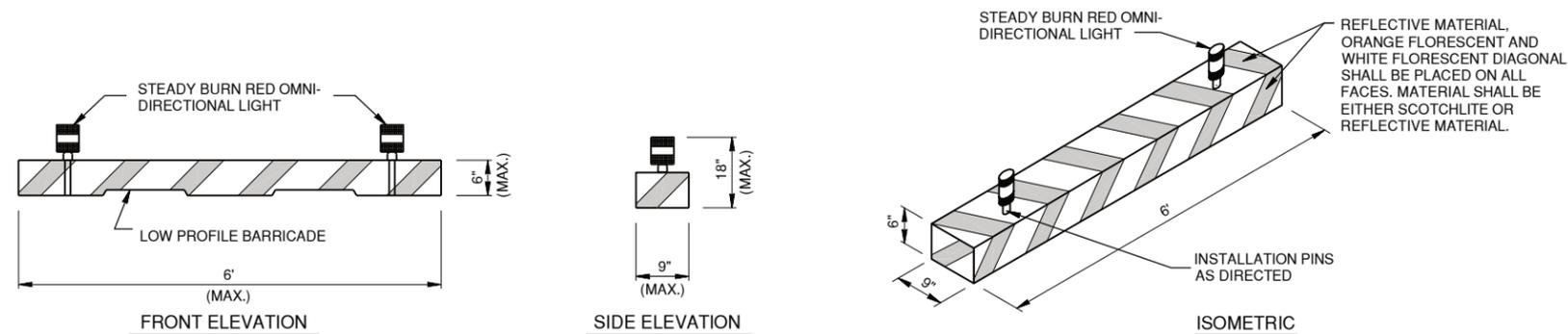
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IL PROJ. NO. BMI-4450
CMT PROJECT NO: 14085-05-00
CAD DWG FILE: 1408505-BMI-4450-GC501.DWG
DESIGNED BY: JGH
DRAWN BY: DPA
CHECKED BY: CHK
APPROVED BY: APR
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SHEET TITLE

**CONSTRUCTION
SAFETY PHASING
NOTES**

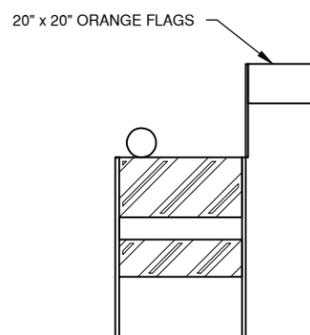
GC501

SHEET 8 OF 20



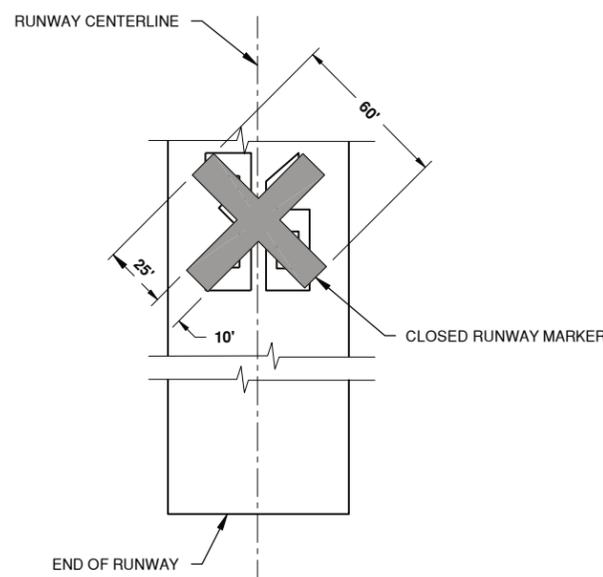
- NOTES**
- 1.) BARRICADE SHALL BE WEIGHTED TO WITHSTAND DISPLACEMENT BY JET OR PROP BLAST.
 - 2.) BARRICADE SHALL BE EASILY COLLAPSIBLE UPON CONTACT WITH AIRCRAFT.
 - 3.) PLACE AT 10' INTERVALS.
 - 4.) NO SEPARATE PAYMENT WILL BE MADE FOR THIS ITEM. COSTS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.

BEAM BARRICADE DETAILS
N.T.S.



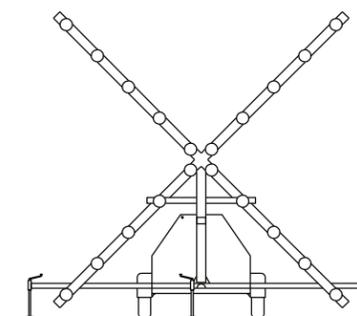
FLASHER BARRICADE DETAIL
IDOT TYPE 1
N.T.S.

- NOTES**
1. FLASHERS TO BE BATTERY OPERATED. LENS TO BE RED AND BE ABLE TO ROTATE 90 DEGREES.
 2. SANDBAGS TO BE PLACED ON EACH SUPPORT BRACE AS REQUIRED TO PREVENT DISPLACEMENT BY WIND, JET OR PROP BLAST.
 3. NO SEPARATE PAYMENT WILL BE MADE FOR THIS ITEM. COSTS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
 4. PLACE AT 15' INTERVALS.



CLOSED RUNWAY MARKER DETAIL
N.T.S.

- NOTES**
1. MARKERS SHALL BE SOLID YELLOW.
 2. MARKERS SHALL BE PAINTED BURLAP, PLYWOOD OR OTHER APPROVED SOLID MATERIALS.
 3. CONTRACTOR SHALL PROVIDE AND MAINTAIN MARKERS.
 4. COST OF FURNISHING, INSTALLING, MAINTAINING, RELOCATING AND REMOVING MARKERS SHALL BE INCIDENTAL TO THE CONTRACT.
 5. MARKERS SHALL BE PLACED OVER EXISTING RUNWAY NUMERALS.
 6. CONTRACTOR SHALL PROVIDE SUFFICIENT WEIGHTS (SANDBAGS OR WATER BALLAST) ON MARKERS TO PREVENT MOVEMENT BY WIND, JET BLAST OR PROP WASH.
 7. CLOSED RUNWAY MARKER SHALL BE USED IN AN EMERGENCY DUE TO FAILURE OF LIGHTED RUNWAY MARKERS.



LIGHTED RUNWAY
CLOSURE MARKER
N.T.S.

- NOTES**
1. TO BE PLACED ON PAVEMENT AT THE RUNWAY NUMERALS.
 2. ONE OR TWO PAIRS OF LIGHTED 'X'S TO BE PROVIDED BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE (FUEL, OIL, LIGHT BULBS) WHEN USED DURING CONSTRUCTION CLOSURES.
 3. THE CONTRACTOR WILL BE REQUIRED TO PROVIDE REPLACEMENT BULBS, FUEL, LUBRICANTS, AND DAILY/PERIODIC MAINTENANCE INSPECTIONS AS REQUIRED BY THE AIRPORT.
 4. THE COST OF SET-UP, FUELING, BULBS, INSPECTION, AND REMOVAL OF THE MARKERS SHALL BE INCIDENTAL TO THE CONTRACT.
 5. UPON COMPLETION OF THE RUNWAY CLOSURE, THE CONTRACTOR WILL BE REQUIRED TO TAKE DOWN & RETURN THE MARKERS TO THEIR STORAGE LOCATION.

JUNE 10, 2016

AIRFIELD PAVEMENT
REHABILITATION OF RUNWAYS
2/20 & 11/29

OWNER



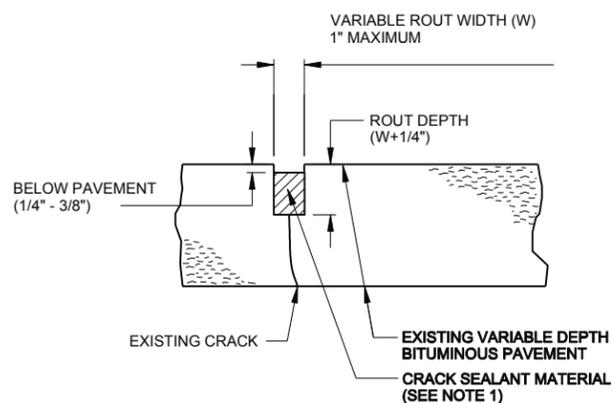
BLOOMINGTON-NORMAL
AIRPORT AUTHORITY
CENTRAL ILLINOIS REGIONAL
AIRPORT
BLOOMINGTON, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0006-XX
IL PROJ. NO. BMI-4450
CMT PROJECT NO: 14085-05-00
CAD DWG FILE: 1408505-BMI-4450-GC502.DWG
DESIGNED BY: JGH
DRAWN BY: DPA
CHECKED BY: CHK
APPROVED BY: APR
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CONSTRUCTION
SAFETY PHASING
DETAILS

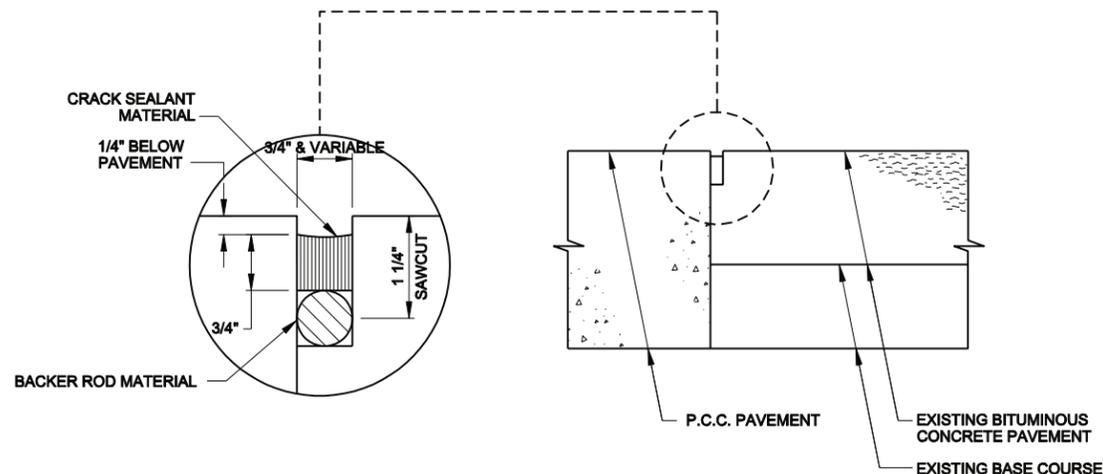
GC502
SHEET 9 OF 20



HMA CRACK SEALING DETAIL
N.T.S.

NOTES

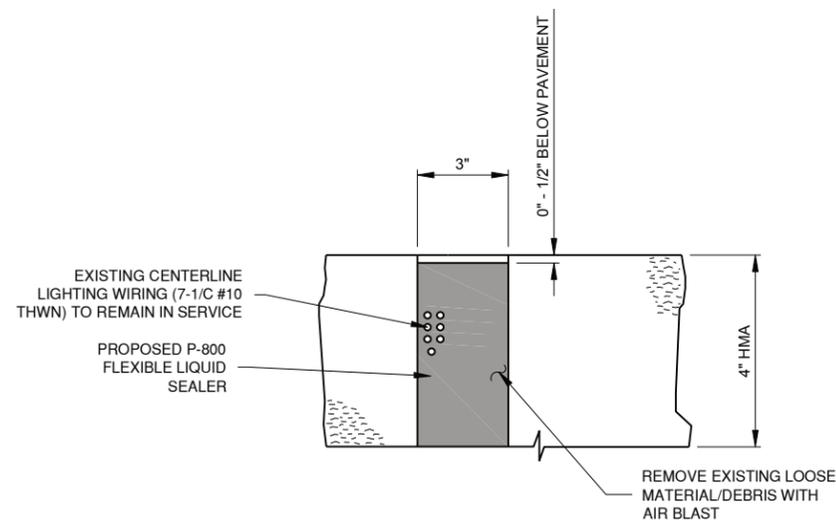
- 1.) THE CRACK ROUTING DIMENSIONS SHALL PROVIDE A WIDTH TO DEPTH RATIO OF 1:1 FOR SEALANT MATERIAL.
- 2.) CRACKS TO BE ROUTED, CLEANED AND SEALED AT LOCATIONS DETERMINED BY THE ENGINEER PRIOR TO CONSTRUCTION.



JOINT BETWEEN P.C.C. PAVEMENT AND BITUMINOUS PAVEMENT
N.T.S.

NOTES

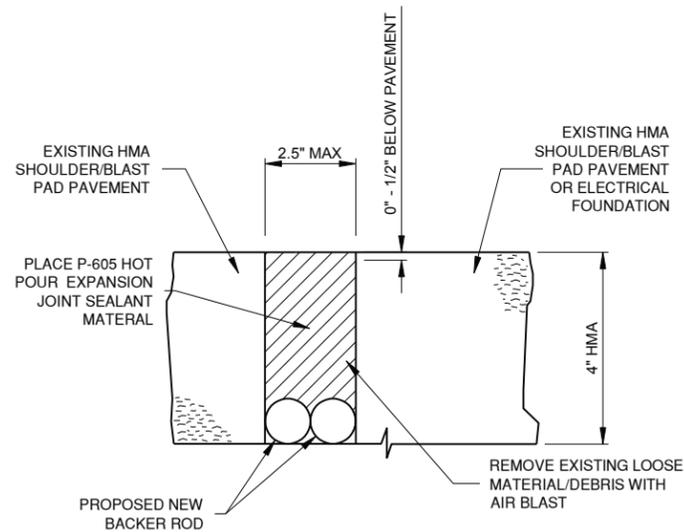
- 1.) THIS TASK SHALL BE PAID FOR AS PART OF ITEM AR201661.



TYPICAL RE-SEAL EXISTING ELECTRICAL SAW KERF IN HMA SHOULDER
N.T.S.

NOTES

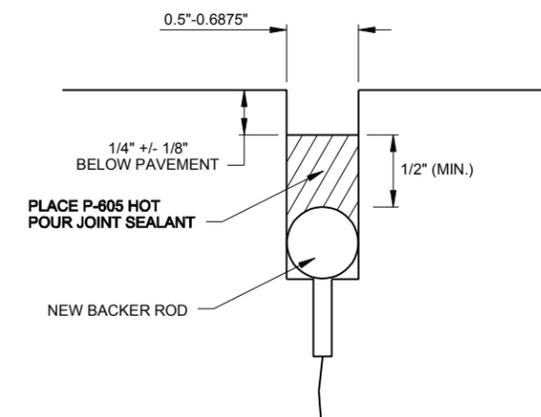
- 1.) KERF RUNS FULL WIDTH OF 25-FT SHOULDER.



TYPICAL EXPANSION JOINT REPAIR IN HMA SHOULDER/BLAST PAD
N.T.S.

NOTES

- 1.) EXPANSION JOINT REPAIR SHALL BE USED ON ALL HMA JOINTS AND CRACKS GREATER THAN 1" WIDE.
- 2.) CONTRACTOR SHALL REMOVE LOOSE FILLER, LOOSE AGGREGATE AND LAITANCE WITH COMPRESSED AIR AS SPECIFIED PRIOR TO SEALING.
- 3.) EXPANSION JOINT REPAIR SHALL BE AT LOCATIONS AS DESIGNATED BY ENGINEER



JOINT SEALANT REPLACEMENT
N.T.S.

NOTES

- 1.) THE CONTRACTOR SHALL CHECK THE EXISTING WIDTH OF JOINT SEAL RESERVOIRS IN ALL AREAS WHERE JOINT SEALS ARE TO BE REMOVED AND REPLACED.
- 2.) CLEAN ALL RESERVOIRS WITH WIRE BRUSH AND AIR BLAST PRIOR TO NEW SEALANT INSTALLATION.
- 3.) INSTALL SEALANT SUCH THAT HEIGHT:WIDTH RATIO IS 1:1.
- 4.) REPLACE JOINT SEALANT AT LOCATIONS AS DESIGNATED BY ENGINEER.

JUNE 10, 2016

AIRFIELD PAVEMENT REHABILITATION OF RUNWAYS 2/20 & 11/29

OWNER



**BLOOMINGTON-NORMAL AIRPORT AUTHORITY
CENTRAL ILLINOIS REGIONAL AIRPORT
BLOOMINGTON, ILLINOIS**

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0006-XX

IL PROJ. NO. BMI-4450

CMT PROJECT NO: 14085-05-00

CAD DWG FILE: 1408505-BMI-4450-CP501.DWG

DESIGNED BY: JGH

DRAWN BY: DPA

CHECKED BY: CHK

APPROVED BY: APR

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SHEET TITLE

AIRFIELD REPAIR & RESEALING DETAILS 1

CP501

SHEET 14 OF 20

JUNE 10, 2016

**AIRFIELD PAVEMENT
REHABILITATION OF RUNWAYS
2/20 & 11/29**

OWNER



**BLOOMINGTON-NORMAL
AIRPORT AUTHORITY
CENTRAL ILLINOIS REGIONAL
AIRPORT
BLOOMINGTON, ILLINOIS**

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0006-XX

IL PROJ. NO. BMI-4450

CMT PROJECT NO: 14085-05-00

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DESIGNED BY: JGH

DRAWN BY: DPA

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SHEET TITLE

MARKING PLAN 1

CM101

SHEET 15 OF 20

IL ROUTE 9

CIRA DRIVE

SEE MARKING PLAN 4
FOR NEW BLAST PAD
MARKING

TAXIWAY F

TAXIWAY E



RUNWAY 11-29

SEE MARKING PLAN 3
FOR NEW BLAST PAD
MARKING

MATCHLINE
SEE CM102

NOTES

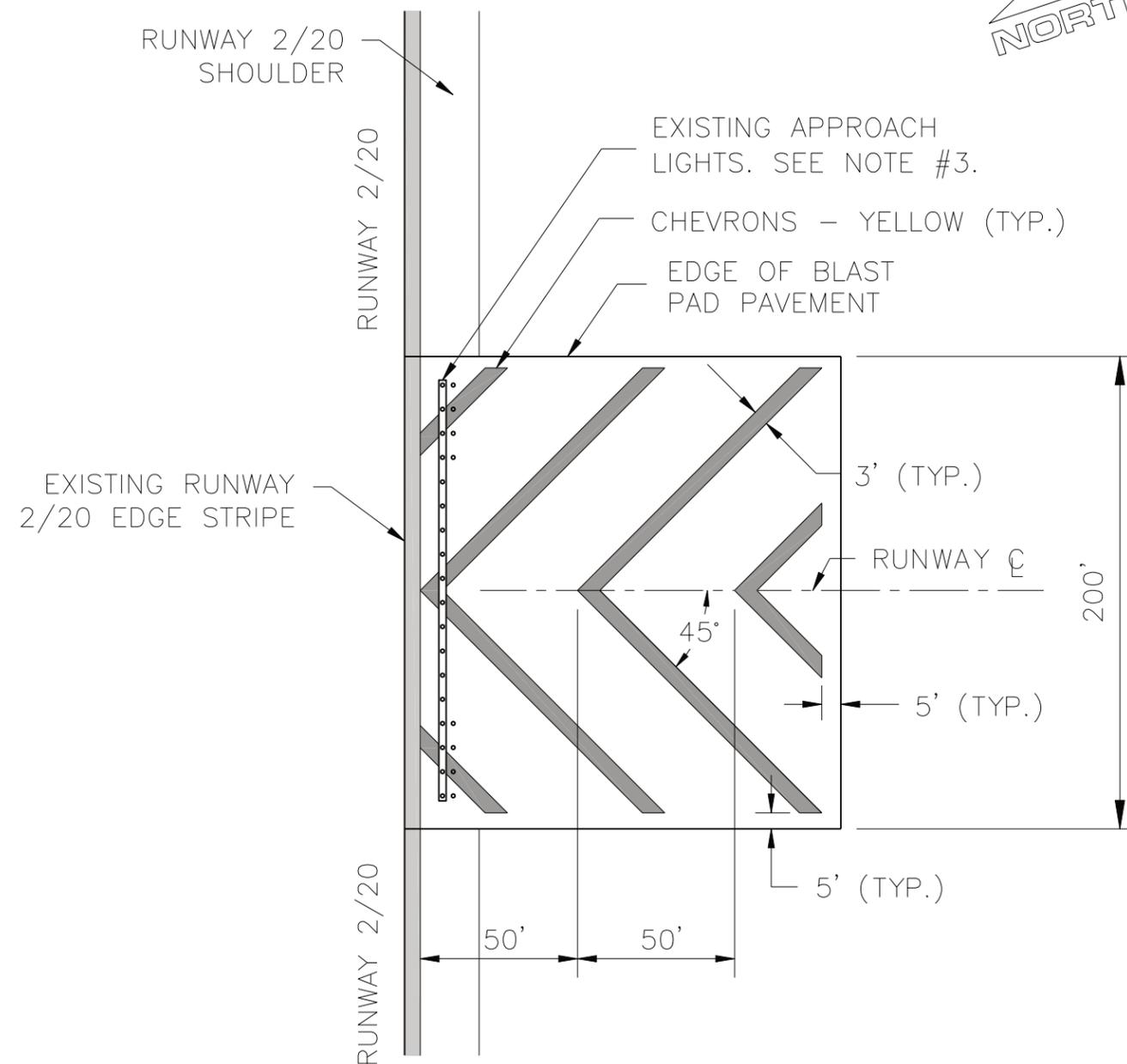
1. CONTRACTOR SHALL SURVEY EXISTING TAXIWAY SHOULDER STRIPE AND RUNWAY SHOULDER STRIPE MARKINGS LOCATIONS PRIOR TO SEAL COATING SHOULDERS.
2. MARKING LOCATIONS SHOWN FOR REFERENCE ONLY. NEW MARKINGS SHALL BE AT LOCATION OF EXISTING MARKINGS IN THE FIELD.
3. SEE SHEET CM501 FOR MARKING DETAILS.

LEGEND

- NEW TAXIWAY SHOULDER STRIPE
- NEW RUNWAY SHOULDER STRIPE

NOTES

1. RUNWAY 29 BLAST PAD CHEVRONS WILL NOT INCLUDE BLACK BORDER.
2. ALL BLAST PAD MARKINGS ARE YELLOW.
3. CONTRACTOR SHALL TAKE NECESSARY PRECAUTIONS TO AVOID DAMAGING LIGHTS AND PROTECT FROM OVERSPRAY. CONTRACTOR ACTIVITY WHICH DAMAGES LIGHTS SHALL BE REPAIRED AT NO COST TO THE AIRPORT.
4. NEW MARKINGS SHALL REPLACE EXISTING MARKINGS IN-KIND (TYP.). LOCATION OF ANY REPLACED MARKING SHALL BE VERIFIED IN THE FIELD AND COORDINATED WITH THE RESIDENT ENGINEER.



LEGEND

- NEW YELLOW CHEVRON PAVEMENT MARKING
- EXISTING PAVEMENT MARKING TO REMAIN

JUNE 10, 2016

**AIRFIELD PAVEMENT
REHABILITATION OF RUNWAYS
2/20 & 11/29**

OWNER



BLOOMINGTON-NORMAL
AIRPORT AUTHORITY
CENTRAL ILLINOIS REGIONAL
AIRPORT
BLOOMINGTON, ILLINOIS

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SHEET TITLE

MARKING PLAN 3

CM103

SHEET 17 OF 20

RUNWAY 29 BLAST PAD CHEVRON DETAIL

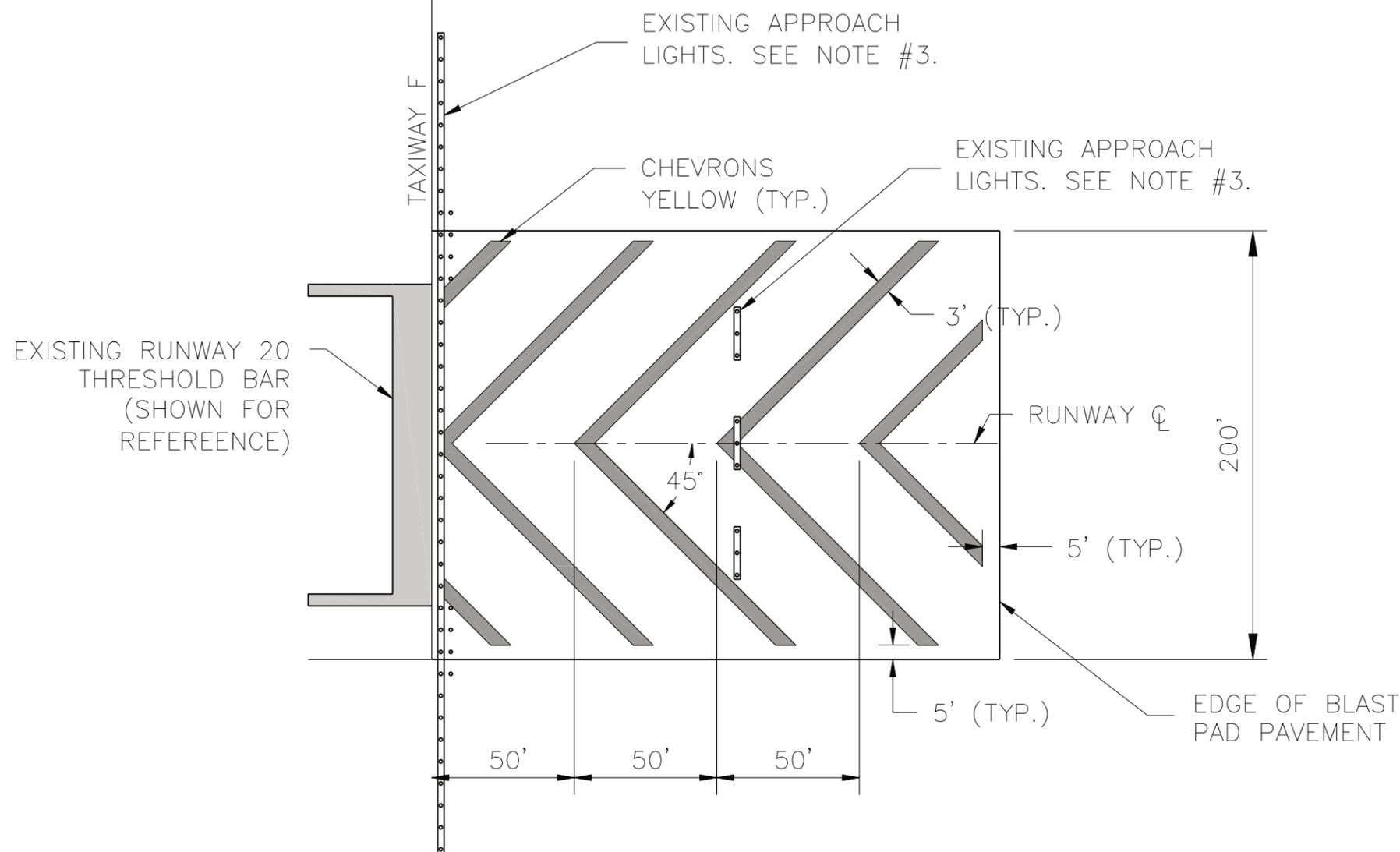
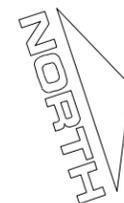
N.T.S.

NOTES

1. RUNWAY 20 BLAST PAD SHALL NOT INCLUDE BLACK BORDER AROUND CHEVRON MARKINGS.
2. ALL BLAST PAD MARKINGS ARE YELLOW.
3. CONTRACTOR SHALL TAKE NECESSARY PRECAUTIONS TO AVOID DAMAGING LIGHTS AND PROTECT FROM OVERSPRAY. CONTRACTOR ACTIVITY WHICH DAMAGES LIGHTS SHALL BE REPAIRED AT NO COST TO THE AIRPORT.
4. NEW MARKINGS SHALL REPLACE EXISTING MARKINGS IN-KIND (TYP.). LOCATION OF ANY REPLACED MARKING SHALL BE VERIFIED IN THE FIELD AND COORDINATED WITH THE RESIDENT ENGINEER.

LEGEND

- NEW YELLOW CHEVRON PAVEMENT MARKING
- EXISTING PAVEMENT MARKING



RUNWAY 20 BLAST PAD CHEVRON DETAIL

N.T.S.

JUNE 10, 2016

AIRFIELD PAVEMENT
REHABILITATION OF RUNWAYS
2/20 & 11/29

OWNER



BLOOMINGTON-NORMAL
AIRPORT AUTHORITY
CENTRAL ILLINOIS REGIONAL
AIRPORT
BLOOMINGTON, ILLINOIS

MARK	DATE	DESCRIPTION

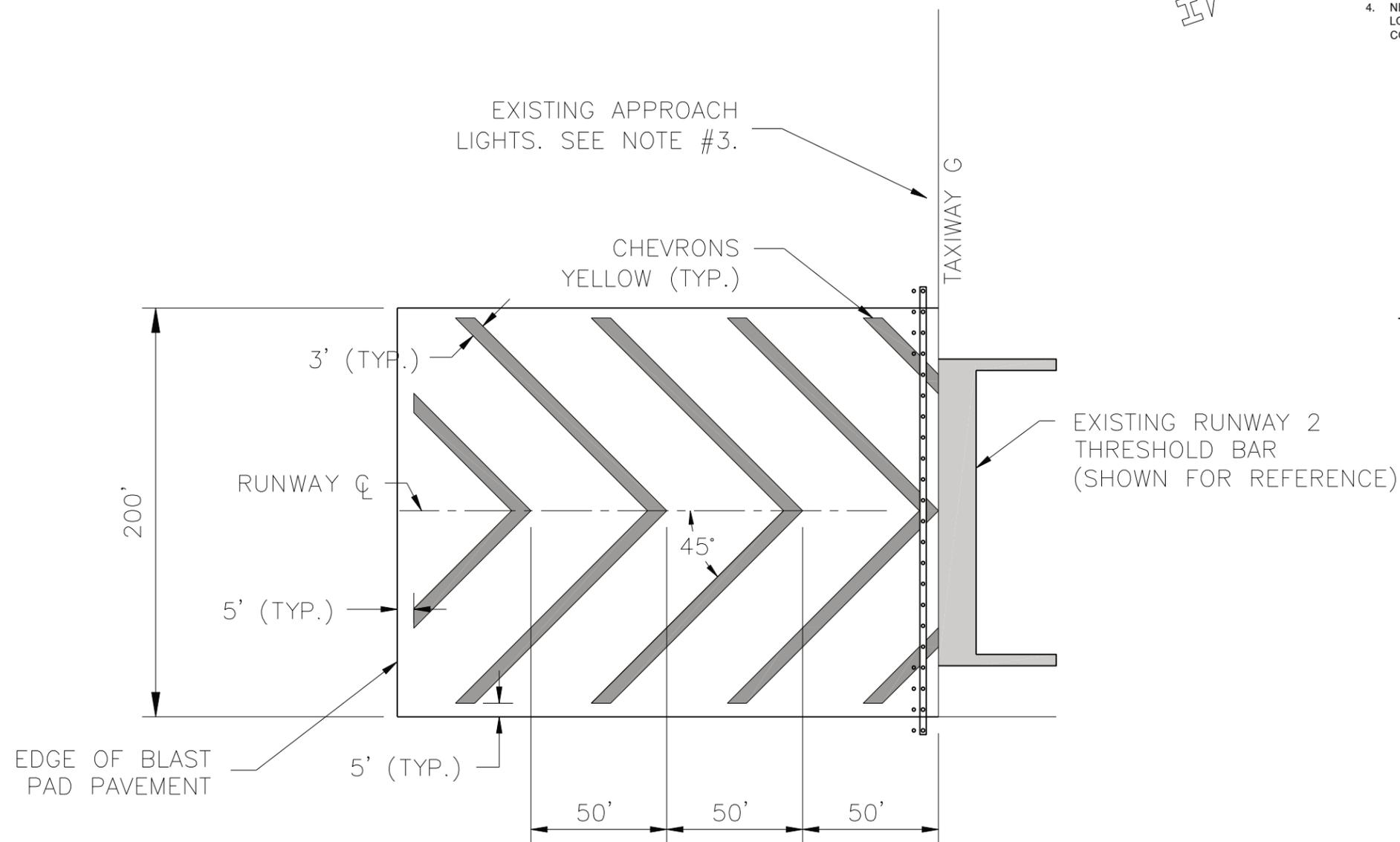
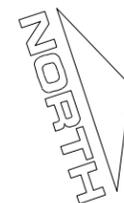
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IL PROJ. NO.	BMI-4450
CMT PROJECT NO.	14085-05-00
CAD DWG FILE:	1408505-BMI-4450-CM104.DWG
DESIGNED BY:	JGH
DRAWN BY:	DPA
CHECKED BY:	CHK
APPROVED BY:	APR
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SHEET TITLE
MARKING PLAN 4

CM104
SHEET 18 OF 20

NOTES

1. 6" WIDE BLACK BORDER SHALL BE USED AROUND ALL RUNWAY 02 BLAST PAD CHEVRON MARKINGS.
2. ALL BLAST PAD MARKINGS ARE YELLOW.
3. CONTRACTOR SHALL TAKE NECESSARY PRECAUTIONS TO AVOID DAMAGING LIGHTS AND PROTECT FROM OVERSPRAY. CONTRACTOR ACTIVITY WHICH DAMAGES LIGHTS SHALL BE REPAIRED AT NO COST TO THE AIRPORT.
4. NEW MARKINGS SHALL REPLACE EXISTING MARKINGS IN-KIND (TYP.). LOCATION OF ANY REPLACED MARKING SHALL BE VERIFIED IN THE FIELD AND COORDINATED WITH THE RESIDENT ENGINEER.



LEGEND

- NEW YELLOW CHEVRON PAVEMENT MARKING
- EXISTING PAVEMENT MARKING TO REMAIN

JUNE 10, 2016

**AIRFIELD PAVEMENT
REHABILITATION OF RUNWAYS
2/20 & 11/29**

OWNER



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CENTRAL ILLINOIS REGIONAL
AIRPORT
BLOOMINGTON, ILLINOIS**

MARK	DATE	DESCRIPTION

AIP PROJ. NO.	3-17-0006-XX
IL PROJ. NO.	BMI-4450
CMT PROJECT NO.	14085-05-00
CAD DWG FILE:	1408505-BMI-4450-CM105.DWG
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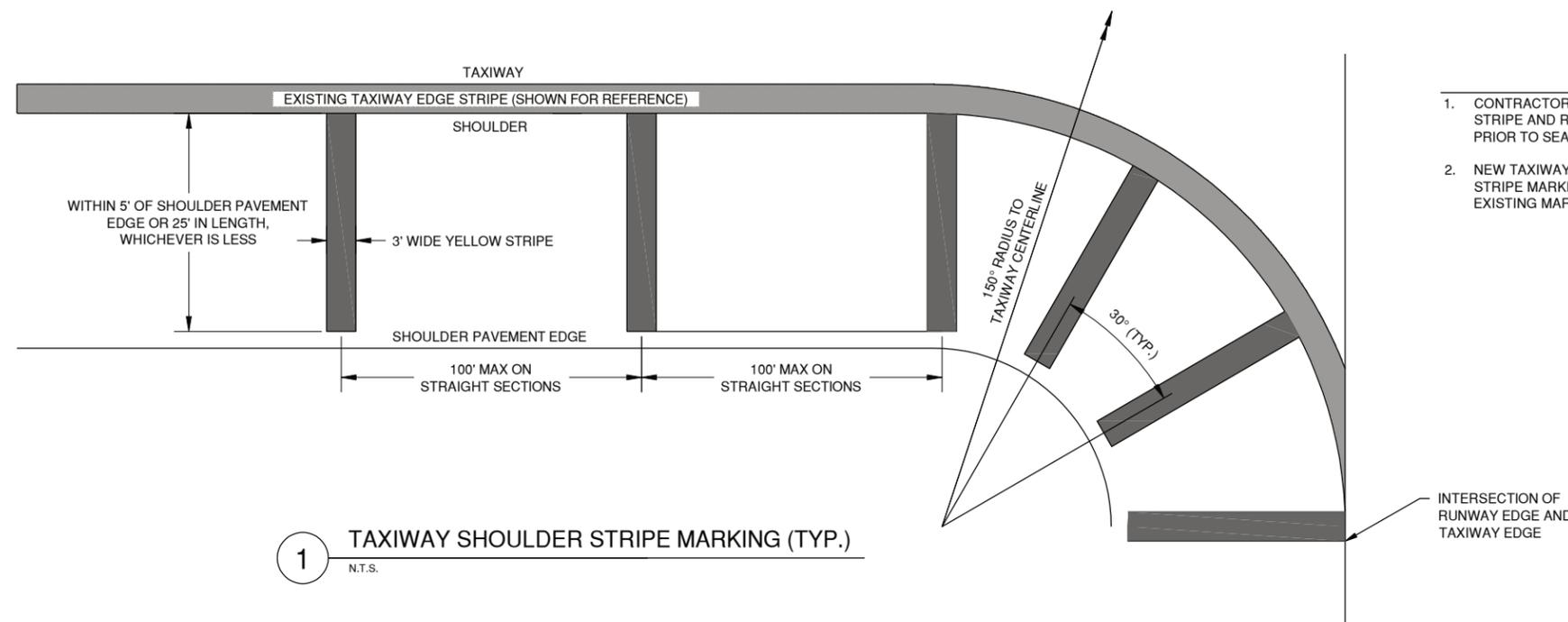
SHEET TITLE
MARKING PLAN 5

CM105

SHEET 19 OF 20

RUNWAY 02 BLAST PAD CHEVRON DETAIL

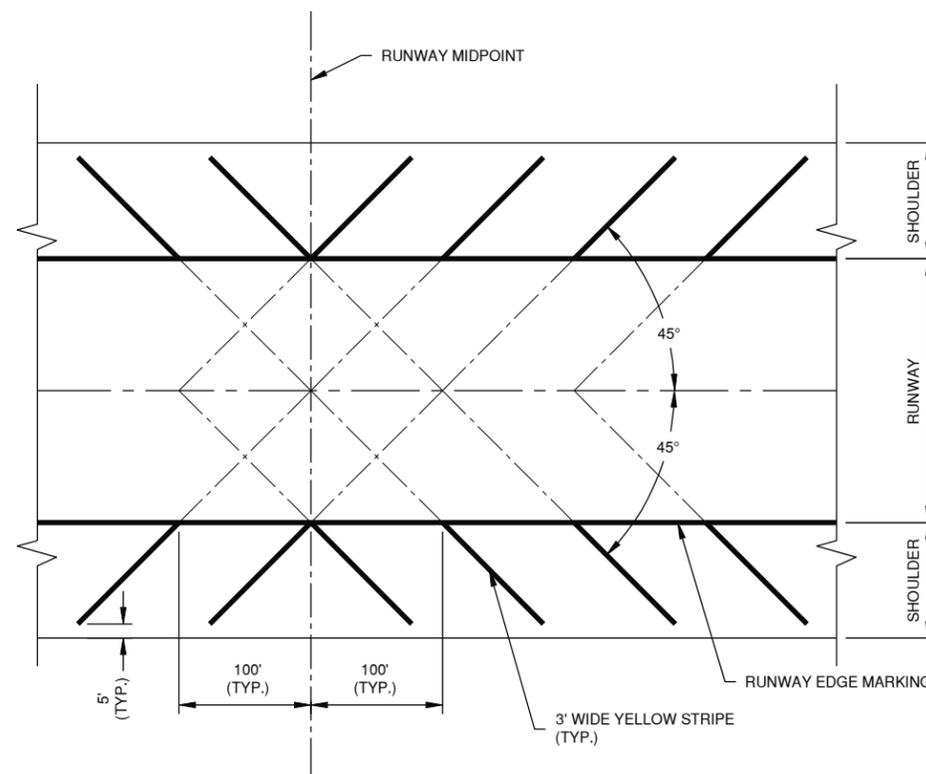
N.T.S.



1 TAXIWAY SHOULDER STRIPE MARKING (TYP.)
N.T.S.

NOTES

1. CONTRACTOR SHALL SURVEY EXISTING TAXIWAY SHOULDER STRIPE AND RUNWAY SHOULDER STRIPE MARKING LOCATIONS PRIOR TO SEAL COATING SHOULDERS.
2. NEW TAXIWAY SHOULDER STRIPES AND RUNWAY SHOULDER STRIPE MARKINGS SHALL BE AT LOCATION OF ANY REPLACED EXISTING MARKING IN THE FIELD.



2 RUNWAY SHOULDER STRIPE MARKING (TYP.)
N.T.S.

JUNE 10, 2016

AIRFIELD PAVEMENT
REHABILITATION OF RUNWAYS
2/20 & 11/29

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BLOOMINGTON-NORMAL
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AIP PROJ. NO. 3-17-0006-XX
IL PROJ. NO. BMI-4450
CMT PROJECT NO: 14085-05-00
CAD DWG FILE: 1408505-BMI-4450-CM501.DWG
DESIGNED BY: JGH
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SHEET TITLE
MARKING DETAILS

CM501

SHEET 20 OF 20